

Monitor Aggressively, Manage Proactively

GuidePost

- Emergency repairs on I-64 Double Deck Structure impacted the PM rush 9/20 & 9/21
- An oil spill and cleanup on 9/23 closed two lanes of Westbound I-70 for over 10 hours
- A fatal crash on 9/27 closed all Westbound I-44 lanes for over 11 hours with mitigation plans used for AM and PM rush
- Emergency repairs shut down two lanes of WB I-70 over Blanchette Bridge on 9/28
- Arterial peak travel times remained fairly stable for the fourth month in a row
 - Resolving detection issues on Route 67 lead to minor travel improvements
 - A rise in travel times on Route 141, north of I-64, forced adjustments to be made after opening of the new section



Preparation work began this month for the Blanchette Bridge Project to repair the 50 year old bridge over the Missouri River. The project is expected to be substantially completed by the end of October 2013.

Mobility Snapshot

Indicates Improving Trend

Indicates Worsening Trend

Freeway Mobility
Continued Decrease

Arterial Mobility
Minor Increases

Major Incidents
August: 6 → September: 11

Average Incident Duration Aug → Sept
Lane clearance 37:10 → 30:46
Queue clearance 4:15 → 2:44

Major Impact Work Zones
August: 12 → September: 4

Moderate Impact Work Zones
August: 6 → September: 3

September Mobility: 2011 → 2012
Worsening trends in number of Incidents, Major and Moderate Work Zones, Freeway congestion areas

ZONING IN

- 2011 vs. 2012 TMS Work Zone Comparison:**
September 2011: 356 September 2012: 468
- TMC observed work zones breakdown: 390**
 - ◆ Major Impact on Travel: 4 – 1.0%
 - ◆ Moderate Impact on Travel: 3 – 0.8%
 - ◆ Minor Impact on Travel: 383 – 98.2%
- SL District Work Zone Inspections:**
 - ◆ August 2012: 32%
 - ◆ September 2012: 19 %
 - ◆ Goal: 50%
- SL District Mobility Rating:**
 - ◆ August 2012: 98%
 - ◆ September 2012: 96%
 - ◆ Goal: 91%
- Visibility levels:**
 - ◆ August 2012: 98%
 - ◆ September 2012: 94%
 - ◆ Goal: 91%
- Work zone crashes in September: 10**

*Impact Levels described in Data Key

TMC Observed Work Zones September 2012	
Level of Travel Time Impact	Number of Work Zones
Major Impact	4
Moderate Impact	3
Minor Impact	383
Total	390

Major Impact (15 Minutes or Above Additional Travel Time)

9/4 (Tuesday) AM/PM Northbound I-270 for Blasting and Debris Removal -- Total Closure All Lanes

- Blast between I-44 and Marshall Road - AM additional travel time of 36 Minutes with a 1.3 Mile Queue
- Blast between I-44 and Marshall Road - PM additional travel time of 27 Minutes with a 1.3 Mile Queue
- All mitigation efforts were in full use during these closures

9/20 (Thursday) 1:45 PM Eastbound I-64 on Double-Deck Project past Jefferson Avenue to Mississippi River -- Two Right Lanes Closed

- Emergency repairs to bridge deck plates caused additional travel times of over an hour
- Jeanne Olubogun and Brian Umfleet were informed of this event and activated a traffic mitigation plan in coordination with Deanna Venker to alleviate congestion.
- Traffic queued to Oakland Avenue with mitigation plan diverting traffic off at Hampton to I-44, Kingshighway to I-44 and I-64 to I-270
- Work completed and traffic began to clear at 6:30 PM
- Traffic returned to normal flow at 7:30 PM

9/21 (Friday) 4:38 PM Eastbound I-64 Double-Deck Project At 6th Street -- Two Left Lanes Closed

- Emergency Bridge Deck repairs
- Average additional travel time of 15 Minutes
- Traffic queued to Grand Boulevard
- Work completed at 5:23 PM
- Traffic returned to normal flow around 6:00 PM

9/22 (Saturday) 4:00 PM Eastbound I-64 on Double-Deck Project @ Jefferson Avenue to Mississippi River -- Two Left Lanes Closed

- Average additional travel time of 18 minutes
- All mitigation efforts were in full use during these closures

Moderate Impact (10-14 Minutes Additional Travel Time)

9/4 (Tuesday) 10:00 AM Westbound I-64 on Double-Deck Project @ 9th Street to 21st Street -- Two Right Lanes Closed

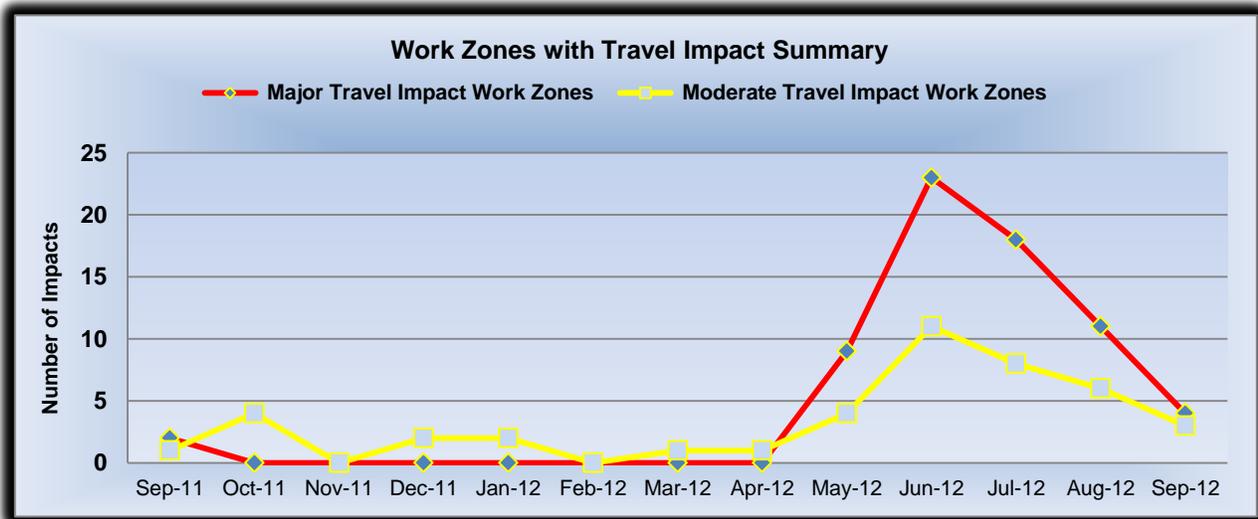
- Average additional travel time of 14 minutes
- All mitigation efforts were in full use during these closures

9/10 (Monday) 6:45 AM Eastbound I-44 at Antire Road -- Left Lane Closure

- Additional travel time of 12 minutes
- All mitigation efforts were in full use during this closure

9/17 (Monday) 6:45 AM Eastbound I-70 before Earth City Expressway -- Two Left Lanes Closed

- Average additional travel time of 14 minutes until 7:45 AM
- All mitigation efforts were in full use during this closure



Work Zone Related Crashes

9/2 (Sunday) 10:54 PM Westbound I-64 at 9th Street -- Two Left Lanes

- Non-active work zone crash in center lane resulted in a full closure at 11:23 PM
- EOC, Motor Carriers and Work Zone Coordinator were notified
- Center lane reopened at 11:47 PM
- All work zone signage and mitigation efforts were in full use during this closure

9/10 (Monday) 12:30 PM Northbound I-170 at Old Bonhomme Road -- Right Lane Closed

- Minor crash in work zone
- Resulted in 15 minute additional travel time
- All lanes cleared at 1:15 PM
- All work zone signage and mitigation efforts were in full use during this closure

9/11 (Tuesday) 8:12 AM Eastbound I-64 at Jefferson Avenue -- Two Left Lanes Closed

- Minor 3 vehicle crash quickly moved to the lane drop
- No additional impacts to traffic
- Work zone coordinator and resident engineer notified
- Completely cleared within 20 minutes
- All work zone signage and mitigation efforts were in full use during this closure

9/13 (Thursday) 11:23 PM Westbound I-70 before Madison -- Two Left Lanes Closed

- Minor crash involving a tractor trailer and another vehicle at start of the lane drop resulted in 10 minutes of additional travel time
- Motorist Assist responded to the scene
- Work zone contractor and MoDOT work zone coordinator notified
- All work zone signage and mitigation efforts were in full use during this closure

9/14 (Friday) 4:22 PM Eastbound I-70 at Route 94 -- Two Left Lanes Closed

- Minor two vehicle crash in work zone resulted in 9 minutes of additional travel time for an estimated 900 vehicles
- Police and Motorist Assist responded to the scene
- All work zone signage and mitigation efforts were in full use during this closure, to include DMS messaging for heavy congestion

9/17 (Monday) 6:40 AM Eastbound I-44 from Lewis Road to Antire Road -- Two Left Lanes Closed

- Minor two vehicle crash involving a dump truck closed the center lane within work zone signage before the lane drop
- All lanes cleared at 7:10 AM
- Resulted in 15 minutes of additional travel time for an estimated 2300 vehicles
- All work zone signage and mitigation efforts were in full use during this closure

9/19 (Wednesday) 6:51 AM Eastbound I-70 at Missouri River -- Two Left Lanes Closed

- Minor crash with no injuries closed the left lane
- Crash occurred within work zone signage but not in the lane drop
- Notifications were made to work zone coordinator and area engineer.
- Cleared at 7:03 AM with 11 minutes of additional travel time for an estimated 1056 vehicles
- All work zone signage and mitigation efforts were in full use during this closure

9/24 (Monday) 6:53 AM Eastbound I-70 at Missouri River -- Two Left Lanes Closed

- Minor Crash within work zone signage but not in lane drop
- Emergency Response and Police responded
- Resulted in 5 minutes of additional travel time, cleared at 7:11 AM
- All work zone signage and mitigation efforts were in full use during this closure

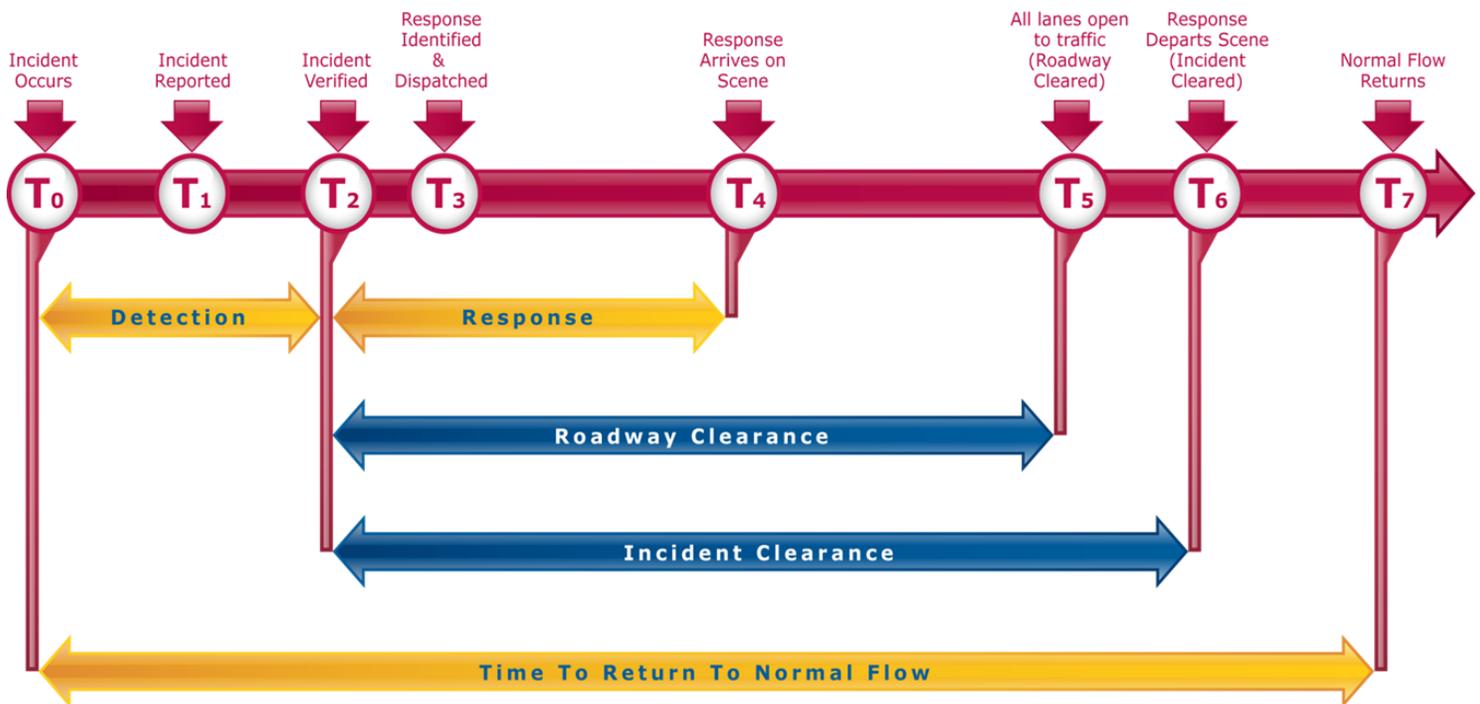
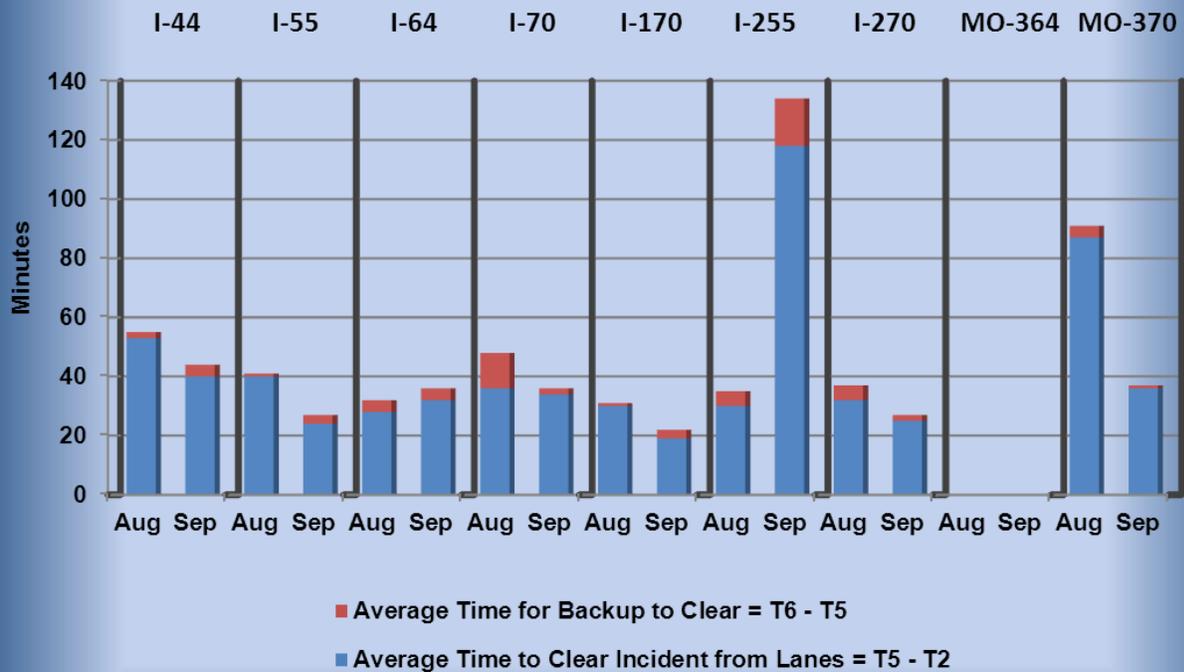
9/26 (Wednesday) 7:23 AM Eastbound I-44 at Lewis Road -- Two Left Lanes Closed

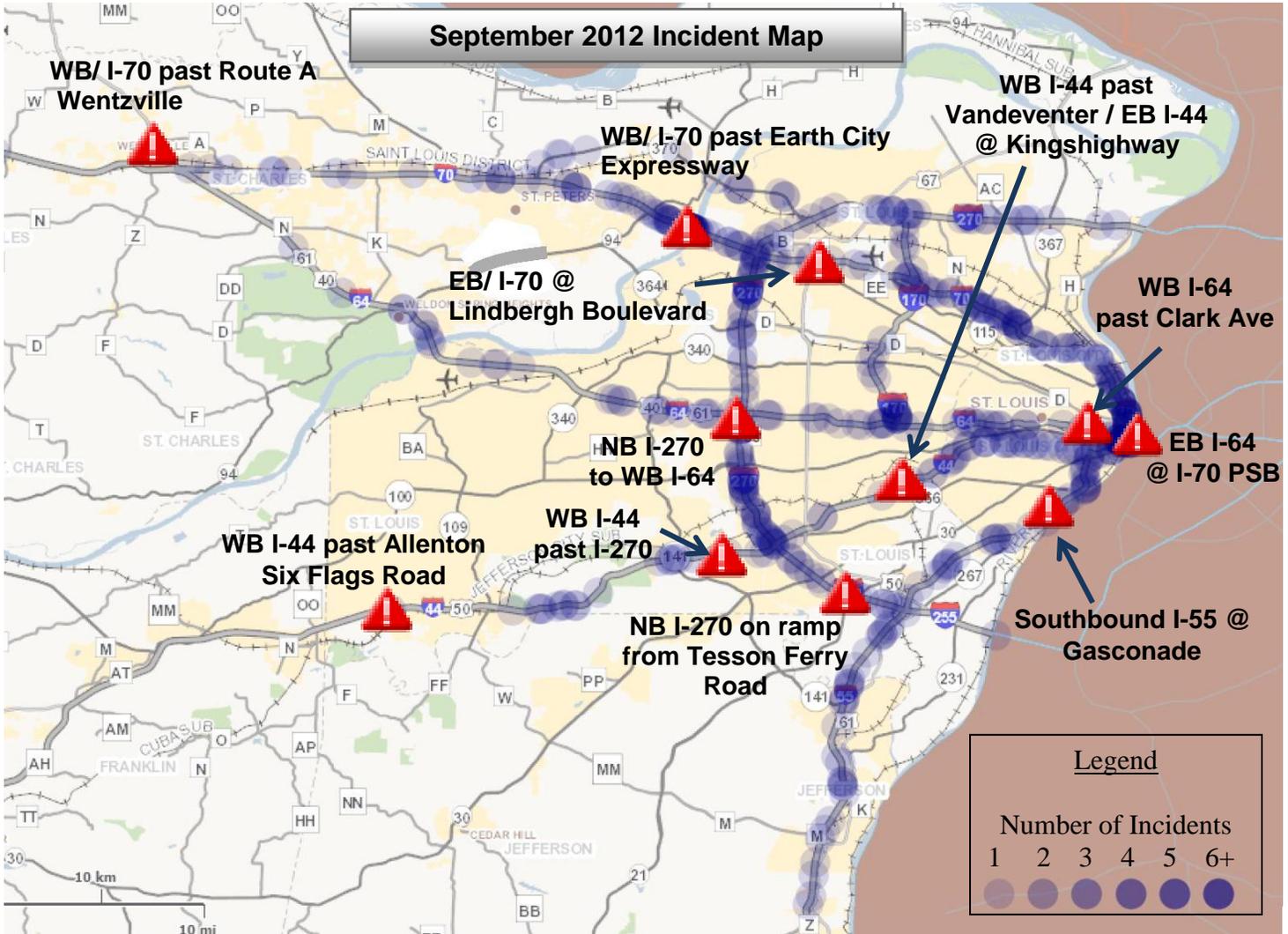
- Minor two vehicle crash
- Emergency Response and Police responded
- Incident cleared at 7:28 AM with no additional travel time observed
- All work zone signage and mitigation efforts were in full use during this closure

9/30 (Sunday) 9:28 AM Northbound I-270 past Dougherty Ferry -- Right Lane Closed

- Two vehicle crash in work zone closed the three right lanes
- Work zone coordinator and Area Engineer were notified
- Emergency Response, EMS, Tow, Fire and Police Departments responded
- Incident cleared at 10:32 AM with no injuries reported
- Resulted in a 1.6 mile backup with 5 minutes of additional travel time for an estimated 2112 vehicles
- All work zone signage and mitigation efforts were in full use during this closure

August 2012 vs. September 2012 Incidents Summary





Interstate	Number of Incidents		
	July	August	September
I-70	139	100	150
I-270	102	70	109
I-64	84	61	71
I-55	70	35	70
I-44	57	29	54
I-170	22	27	21
Mo-370	1	7	13
I-255	4	3	1
Mo-364	0	0	0
Total	476	332	489

- Denotes Location of Major Impact Traffic Incidents
- The incident details and mitigation actions along with the results are outlined on page 6
 - Please note that traffic engineering assumptions were made when describing the approximate number of vehicles and people impacted.
 - These estimates provide a simple method to describe the impact on the motoring public.

Number of Major Impact Incidents

August 2012 vs September 2012

6 11

Major Impact Traffic Incidents and Mitigation

9/1/12 (Saturday)

- **Time:** 4:54 am – 7:16 am
- **Location:** St. Louis County - Eastbound I-70 at Lindbergh Boulevard
- **Event:** Multi-vehicle crash involving spill closed all eastbound lanes
- **Action:** Transportation Management Center posted web-based and text message alerts, displayed advanced messaging on roadside message boards informing motorists of the closure and to use an alternate route. State EOC and Motor Carriers were notified. MoDOT Emergency Response, Maintenance Superintendent and Normandy maintenance were dispatched to the scene.
- **Estimated Initial Impact:** All eastbound lanes closed forcing motorists to experience additional travel time.
- **Result:** All lanes opened at 7:16 am with a 2 minute queue.
- **Duration:** 2 hours 21 minutes

9/1/12 (Saturday)

- **Time:** 8:33 pm – 10:35 pm
- **Location:** St. Louis County - Westbound I-44 past I-270
- **Event:** A vehicle crash involving a tractor trailer
- **Action:** Transportation Management Center posted web-based and text message alerts, displayed advanced messaging on roadside message boards informing motorists of the lane closures and to use an alternate route. MoDOT Emergency Responders were dispatched to the scene.
- **Estimated Initial Impact:** Closed four westbound lanes
- **Result:** All lanes opened at 10:35 am with an 8 minute queue.
- **Duration:** 2 hours 2 minutes

9/2/12 (Sunday)

- **Time:** 10:54 pm – 2:02 am ****Work Zone Crash****
- **Location:** St. Louis City - Westbound I-64 past Clark Avenue
- **Event:** A single vehicle crash in the left lane of the work zone
- **Action:** Transportation Management Center posted web-based and text message alerts, displayed advanced messaging on roadside message boards informing motorists of the left lane closure and to use an alternate route. MoDOT work zone coordinator, work zone contractor, EOC, Motor Carriers and IDOT were notified. MoDOT Emergency Responders and work zone crews were dispatched to the scene
- **Estimated Initial Impact:** Closed all lanes which required changes in lane drops
- **Result:** Crash resulted in changes to work zone lane closures until mid-morning on Monday when lane drops were reset. Updates made in TMS, ATMS and on CMS boards Center lane opened at 11:47 pm with all lanes opened at 2:02 am with no queue.
- **Duration:** 3 hours 8 minutes

Major Impact Traffic Incidents and Mitigation

9/6/12 (Thursday)

- **Time:** 10:46 am – 1:46 pm
- **Location:** St. Louis City - Southbound I-55 at Gasconade Street
- **Event:** A two vehicle crash closed the two right lanes
- **Action:** Transportation Management Center posted web-based and text message alerts, displayed advanced highway messaging on roadside message boards informing motorists of the crash. MoDOT Emergency Responders were dispatched to the scene.
- **Estimated Initial Impact:** Two right lanes were closed causing additional travel times around the incident. Incident moved to the right lane to allow traffic to flow.
- **Result:** All lanes opened at 1:46 pm with a 1 minute queue.
- **Duration:** 2 hours 59 minutes

9/10/12 (Monday)

- **Time:** 9:40 am – 12:20 pm
- **Location:** St. Louis City - Westbound I-44 past Vandeventer Avenue / Eastbound I-44 at Kingshighway Boulevard
- **Event:** A two vehicle crash on Eastbound I-44 with Emergency Vehicle and Debris blocking the two westbound lanes and shoulder
- **Action:** Transportation Management Center posted web-based and text message alerts, displayed advanced highway messaging on roadside message boards informing motorists of the closures. MoDOT Emergency Responders were dispatched to the scene
- **Estimated Initial Impact:** Two left lanes and shoulder of Westbound I-44 were closed along with the Eastbound I-44 left lane
- **Result:** All lanes opened at 12:20 pm with a 1 minute queue.
- **Duration:** 2 hours 40 minutes

Major Impact Traffic Incidents and Mitigation

9/19/12 (Wednesday)

- **Time:** 5:47 am – 8:52 am ****AM Rush Hour****
- **Location:** St. Louis County - Northbound I-270 on ramp from Tesson Ferry Road
- **Event:** A stalled tractor trailer incident turned into a suspected mobile methamphetamine laboratory



- **Action:** Transportation Management Center posted web-based and text message alerts, displayed advanced highway messaging on roadside message boards informing motorists of the closures. MoDOT Emergency Responders were dispatched to the scene
- **Estimated Initial Impact:** Two right lanes were closed along Northbound I-270
- **Result:** All lanes opened at 8:52 am with no queue.
- **Duration:** 3 hours 4 minutes

Major Impact Traffic Incidents and Mitigation

9/19/12 (Wednesday)

- **Time:** 4:01 pm – 8:23 pm ****PM Rush Hour****
- **Location:** St. Louis County - Northbound I-270 to Westbound I-64
- **Event:** A tractor trailer crashed with trailer resting against bridge structure
- **Action:** Transportation Management Center posted web-based and text message alerts, displayed advanced highway messaging on roadside message boards informing motorists of the crash and to seek an alternate route. MoDOT Emergency Responders, Maintenance Superintendent, and Ohio Bridge Inspectors were dispatched to the scene. Town and Country Police, West County Fire Department, and McNamara Towing responded to the scene.
- **Estimated Initial Impact:** Exit ramp to Westbound I-64 and two right lanes of Northbound I-270 were closed.
- **Result:** It was determined the truck did not crash into the bridge structure and that only the trailer was resting against the abutment. All lanes opened at 8:23 pm with no queue.
- **Duration:** 4 hours 22 minutes

9/20/12 (Thursday)

- **Time:** 3:37 pm – 6:34 pm ****PM Rush Hour****
- **Location:** St. Louis City - Eastbound I-64 at I-70 (Poplar Street Bridge)
- **Event:** An initial motorist assist for a flat tire turned into repair to the bolts on the metal plating of the double deck after numerous vehicles had flat tires
- **Action:** Transportation Management Center notified contractors for emergency repairs, MoDOT engineers and Area Team for mitigation plan, posted web-based and text message alerts, displayed advanced highway messaging on roadside message boards informing motorists of the repairs and warning motorists of the long delays past Kingshighway and diverting them to Hampton, Kingshighway or I-270 down to Eastbound I-44 as alternate routes. MoDOT Emergency Responders fixed flat tires and then assisted contractors with traffic control during repairs.
- **Estimated Initial Impact:** Two left lanes were closed for emergency repairs with long queues.
- **Result:** All three Eastbound I-64 lanes were closed at various times for repairs at multiple locations. Traffic queued into the county at its peak. All lanes opened at 6:34 pm with a 56 minute queue.
- **Duration:** 2 hours 57 minutes

9/23/12 (Sunday- Monday) 9/24/12

- **Time:** 6:59 pm – 5:13 am
- **Location:** St. Charles County - Westbound I-70 past Route A (Wentzville)
- **Event:** An Oil Spill Slurry of two 250 gallon barrels closed the two right lanes
- **Action:** Transportation Management Center posted web-based and text message alerts, displayed advanced highway messaging on roadside message boards informing motorists of the closure and to seek an alternate route. MoDOT Emergency Responders, Maintenance Superintendent, DNR and Wentzville Maintenance were dispatched to the scene. The EOC and MoDOT Incident Management Coordinator were notified.
- **Estimated Initial Impact:** The two right lanes of Westbound I-70 and were closed for cleanup.
- **Result:** Maintenance brought a TMA for traffic control and a sand truck to assist in the cleanup to the scene. All lanes were opened at 5:13 am with no queue.
- **Duration:** 10 hours 14 minutes

Major Impact Traffic Incidents and Mitigation

9/27/12 (Thursday)

- **Time:** 5:19 am – 4:35 pm ****AM Rush Hour**** ****Arterial Mitigation****
- **Location:** St. Louis County - Westbound I-44 past Allenton Six Flags Road
- **Weather:** Foggy
- **Event:** A multi-vehicle crash involving a car, box truck and a piggy back tractor trailer (fatal with another minor injury)
- **Action:** Transportation Management Center posted web-based and text message alerts, displayed advanced highway messaging on roadside message boards informing motorists of the closure and to seek an alternate route. MoDOT Emergency Responders were dispatched to the scene to assist MSHP, Eureka and Pacific Fire Departments. The EOC, Motor Carriers, DNR and MoDOT Incident Management Coordinator were notified. MoDOT Maintenance was contacted to bring a TMA and channelizers to the scene.
- **Estimated Initial Impact:** All Westbound lanes were closed and traffic was queuing at scene. Approximately 2/10 of a mile of guard rail damage with a 130 foot section ripped and twisted
- **Result:** MSHP and MoDOT Emergency responders diverted westbound car traffic to turn around onto exit ramps to alleviate queue. Large trucks were stuck in the queue. All Westbound I-44 lanes were closed until 1:45 pm when the right lane was opened. Accident reconstruction took place by MSHP and commercial vehicle reconstruction teams. Engineers worked to mitigate and monitored diversion routes. All lanes opened at 4:35 pm with a 6 minute queue.
- **Duration:** 11 hours 16 minutes



Major Impact Traffic Incidents and Mitigation

9/28/12 (Friday)

- **Time:** 9:44 am – 4:01 pm
- **Location:** St. Louis County - Westbound I-70 past Earth City Expressway
- **Event:** Emergency Bridge Repairs Blanchette Bridge
- **Action:** Transportation Management Center posted web-based and text message alerts, displayed advanced highway messaging on roadside message boards informing motorists of the closure and to seek an alternate route. MoDOT Emergency Responders were dispatched to the scene. The EOC, Motor Carriers, and MoDOT Incident Management Coordinator were notified.
- **Estimated Initial Impact:** Two Westbound I-70 center lanes were closed for emergency repairs.
- **Result:** Two Westbound I-70 center lanes and the right lane were closed until repairs to bridge deck were completed. All lanes opened at 4:01 pm with a 7 minute queue.
- **Duration:** 6 hours 17 minutes

High/Moderate Impact Traffic Mitigation Events

09/20/2012 (Thursday)

- **Location:** Northbound US 67 @ MO 100, St. Louis County
- **Event:** There was an incident on Northbound US 67 north of MO 100 that caused a complete closure of NB US 67 at MO 100.
- **Time:** 7:30 am - 10:00 am **Total Time:** 2 hour 30 minutes
- **Action:** Traffic detoured via MO 100 @ Woodlawn. The signal at MO 100 @ Woodlawn was changed to run Free and the max time for phase 1 was increased from 30 seconds to 45 seconds. Once the police opened US 67 NB the signal was returned to Auto and phase 1 max was returned to 30 seconds.
- **Result:** Adjustments were successful in improving flow of naturally detouring traffic and reducing congestion on MO 100 as well as US 67.

9/24/12 (Monday)

- **Location:** Eastbound MO 30 @ Rahning Drive, St. Louis County
- **Event:** Accident blocking both eastbound lanes
- **Time:** 8:45 am – 9:10 am **Total Time:** 25 minutes
- **Action:** Traffic was diverted onto the Eastbound left turn lane to make a U-turn and head back towards 141 to find an alternate route. The Eastbound MO 30 @ 141 signal was adjusted to allow more time to the ramp for the diverted traffic.
- **Result:** Few cars used the diversion and instead chose to stay on MO 30.

High/Moderate Impact Traffic Mitigation Events Continued

9/27/12 (Thursday) ****Arterial Mitigation for Major Impact Incident****

- **Location:** Westbound I-44 W/O Six Flags Rd, St. Louis/Franklin Counties
- **Event:** Crash resulting in full Westbound interstate closure
- **Time:** 5:45 am - 4:56 pm **Total Time:** 11 hours 11 minutes
- **Action:**
 - 7:00 am - The interchange system at Six Flags Road was set to free operation. The Westbound off-ramp signal was set so the westbound off-ramp (P3) was placed on max. recall (removing Six Flags Road recalls) and the P3 max time was bumped from 35 seconds to 70 seconds.
 - 7:15 am - Community Relations advised that Westbound Business Loop 44 was queued back to the prison from the signal at Routes F/OO (no PTZ for that location). This signal which normally runs free was adjusted so that Phases 2 and 6 were placed on max recall and the max times were doubled from 35 seconds to 70 seconds.
 - 7:15 am - A check on the Pacific interchange signal system found that this system was already running a westbound flush plan and was left alone.
 - 7:40 am – Emergency Response passed by the Route F/OO intersection and still found significant queuing. The max times for Phases 2 and 6 were increased from 70 to 100 seconds.
 - 10:00 am - Signal electrician responds to Route F/OO intersection to manually control the traffic signal.
 - 10:00 am - Six Flags signal at 5th St (I-44 North Outer Road) westbound (P3) max time is adjusted to 120 seconds due to traffic diverting to 5th Street at Route 109.
 - 10:15 am - Six Flags westbound Off-Ramp signal (P3) max time is increased to 120 seconds due to continued queuing of the westbound off-ramp.
 - 10:18 am - Six Flags eastbound Off-Ramp signal southbound thru (P6) max time is increased to 120 seconds to handle increased volume from westbound off-ramp and 5th Street.
 - 11:49 am - Left Lane opened until 12:24
 - 12:30 pm - Six Flags interchange system returned to normal programming. Signal electrician places Route F/OO on flash in conjunction with Maintenance or Emergency Response closing the side street.
 - 1:32 pm - Lane 1 reopened, closed at 1:52 until 1:56.
 - 2:25 pm - Lane 2 opened for the first time.
 - 2:45 pm - Reconstruction team finished on scene and packing up / MoDOT Incident Management Coordinator arrives on scene.
 - 4:35 pm - All lanes reopened.
 - 4:56 pm - Route F/OO signal returned to normal operation.
 - Carl Gibbs sent SL748 and SL736 out to return the signals back to normal traffic function.

High/Moderate Impact Traffic Mitigation Events Continued

- Result:** Running the Six Flags interchange signal system free helped to flush out traffic diverting. It took a couple of rounds of adjustments to flush out the queue that had been building for a couple of hours. The Pacific flush plan held its own due to Westbound 44 Business Loop being metered at Routes F/OO. Perhaps earlier adjustment of the diversion route, especially at Business Loop 44 & F/OO would have helped the initial queues from becoming so severe. It should be noted that 44 Business Loop is 1 lane effective between the Six Flags exit and Pacific and has 2 sections where it opens up to 2 lanes then back to 1, which caused more backups as traffic merged. Overall, traffic was moving, but could have moved more efficiently with more aggressive lane closures on 44 Business Loop of the second lane and quicker closing of the F/OO side street.

St. Louis

September 4-6: Weeknight closure of WB I-64 between Broadway and 21st.

Detour route was I-44 WB to Jefferson, then north on Jefferson to I-64. Jefferson corridor which includes the interchange at I-44, Route 100/Chouteau and the I-64 interchange was set up as a system to run morning plan 2/4/1 to accommodate increased NB traffic on Jefferson. I-70 at Route 115/Salisbury/McKinley Bridge was pre-programmed to run McKinley diversion plan to accommodate traffic using Illinois Route 3 as a detour route.

September 14-16 and 21-23: Weekend closure of WB I-64 between Broadway and 21st Street.

Detour route was I-44 Westbound to Jefferson, then north on Jefferson to I-64. Jefferson corridor, which includes the interchange at I-44, Route 100/Chouteau and the I-64 interchange, was setup as a system to run morning plan 2/4/1 to accommodate increased northbound traffic on Jefferson. I-70 at Route 115/Salisbury/McKinley Bridge was pre-programmed to run McKinley diversion plan to accommodate traffic using Illinois Route 3 as a detour route.

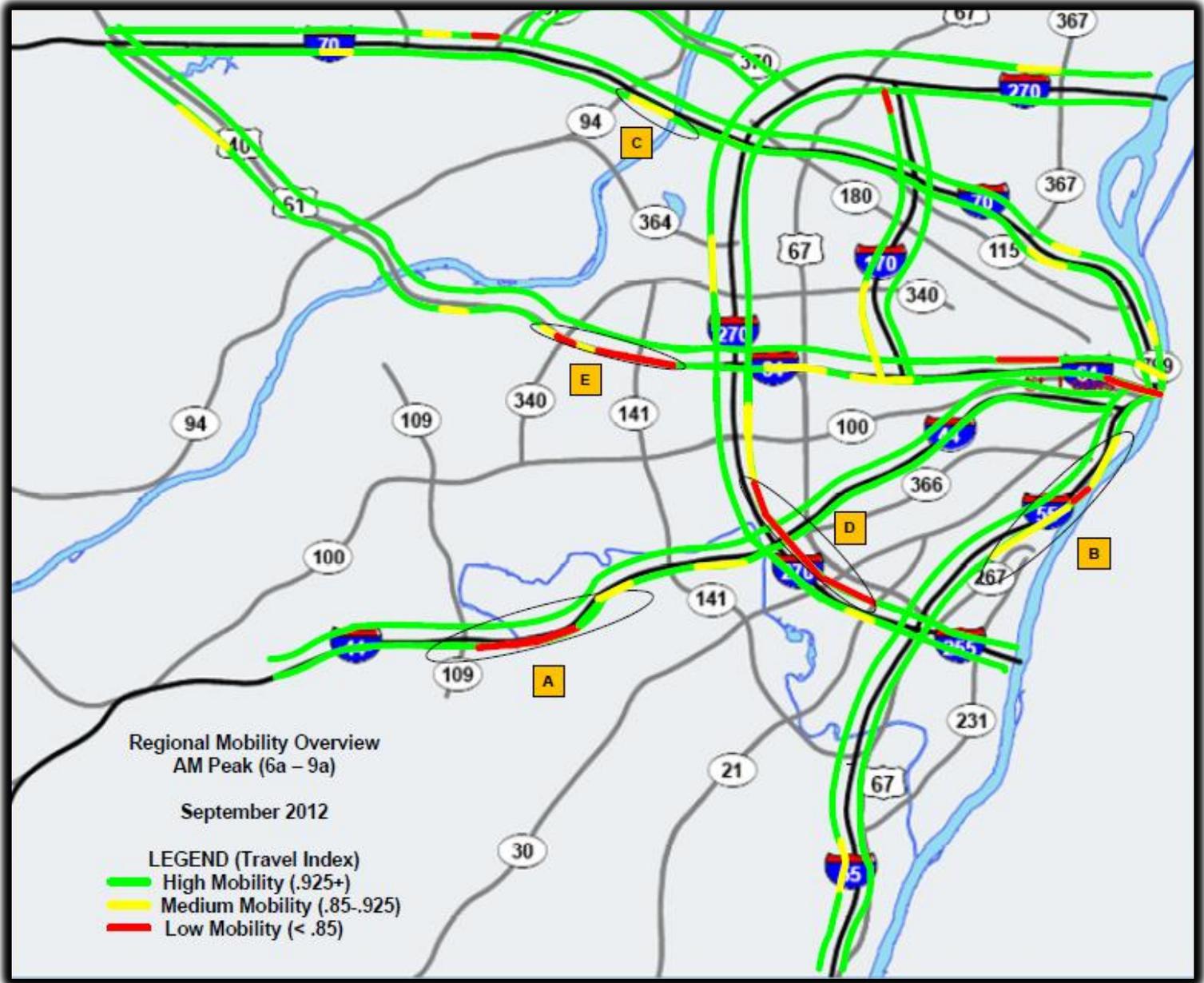
September 14-15: Forest Park Balloon Race

Friday

For the I-64 interchanges at Hampton, Kingshighway and McCausland PM Plan was run 3/4/1 until 6:30 pm. After 6:30, the AM dial plan 2/4/1 was run to facilitate entry into the park.

Saturday

AM Plans (2/4/1) on Hampton and Kingshighway from 5:30 am - 12:00 noon. At noon Kingshighway return to normal programming (1/4/1) and 64/Hampton ran (3/3/1) event exit plan.

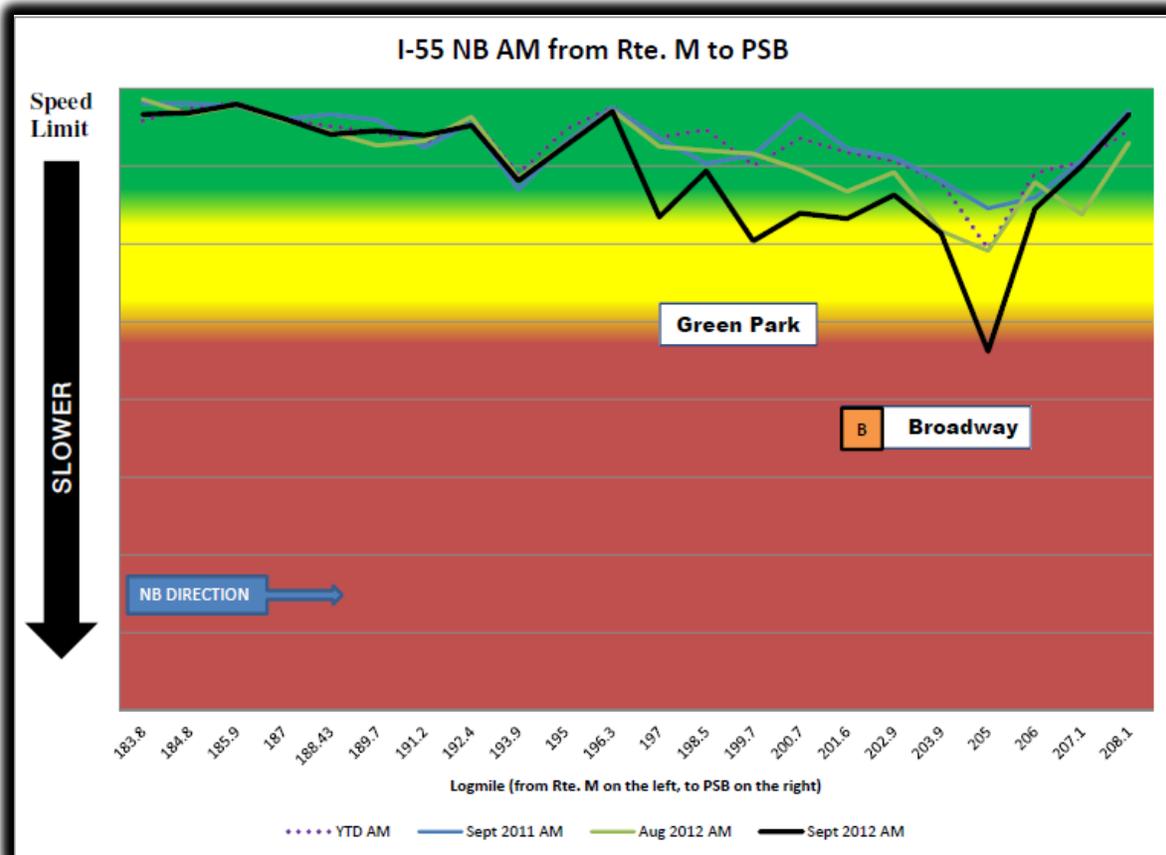
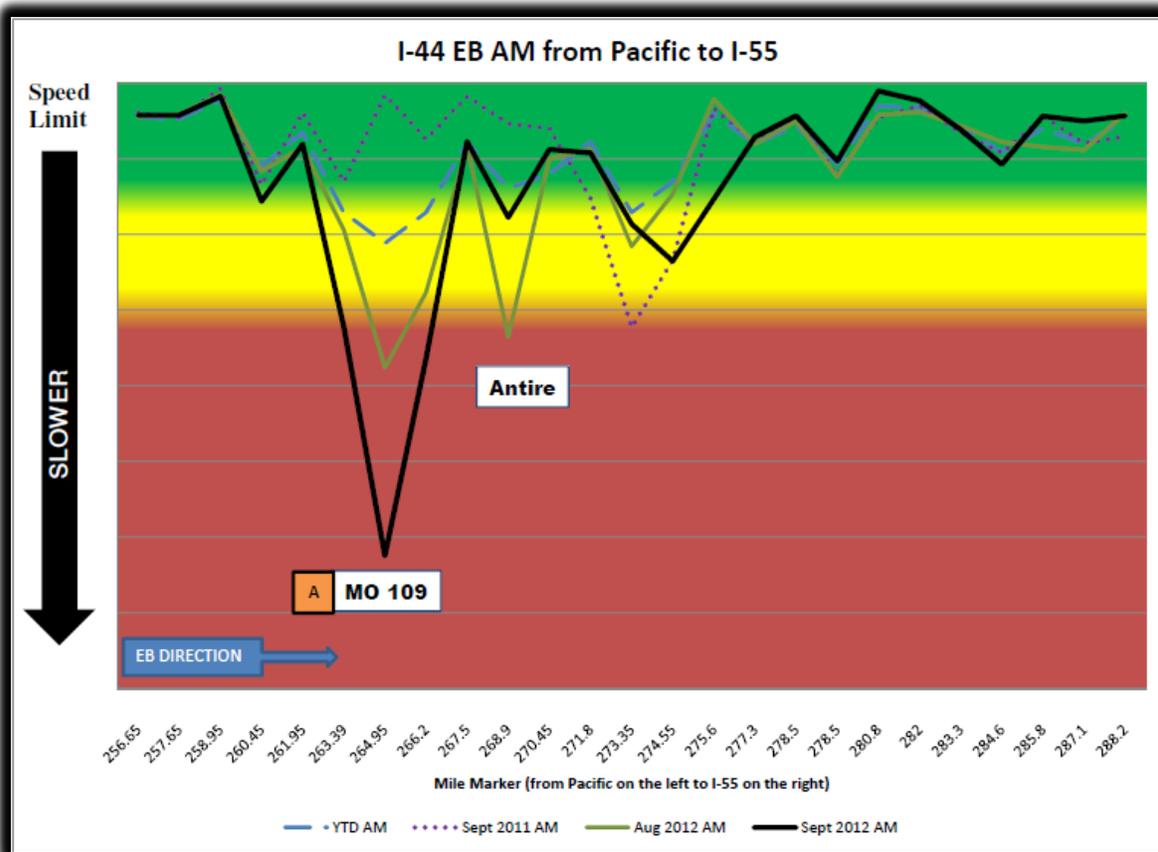


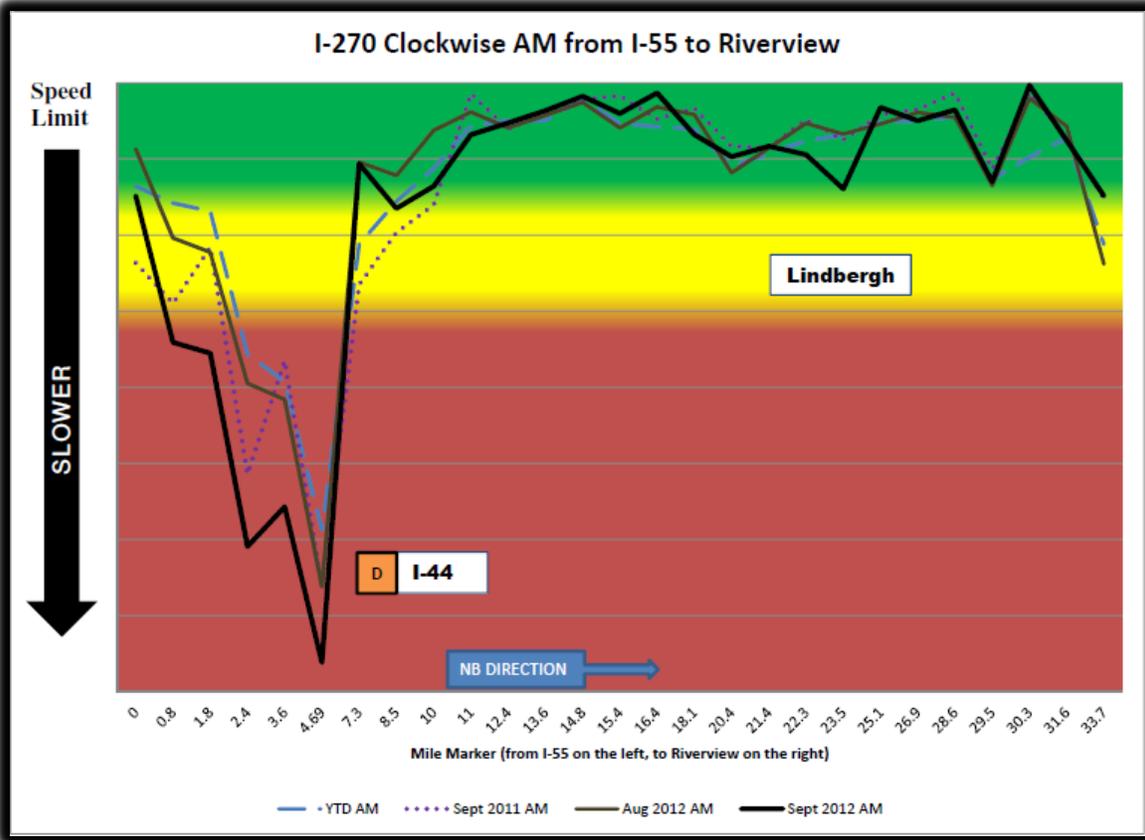
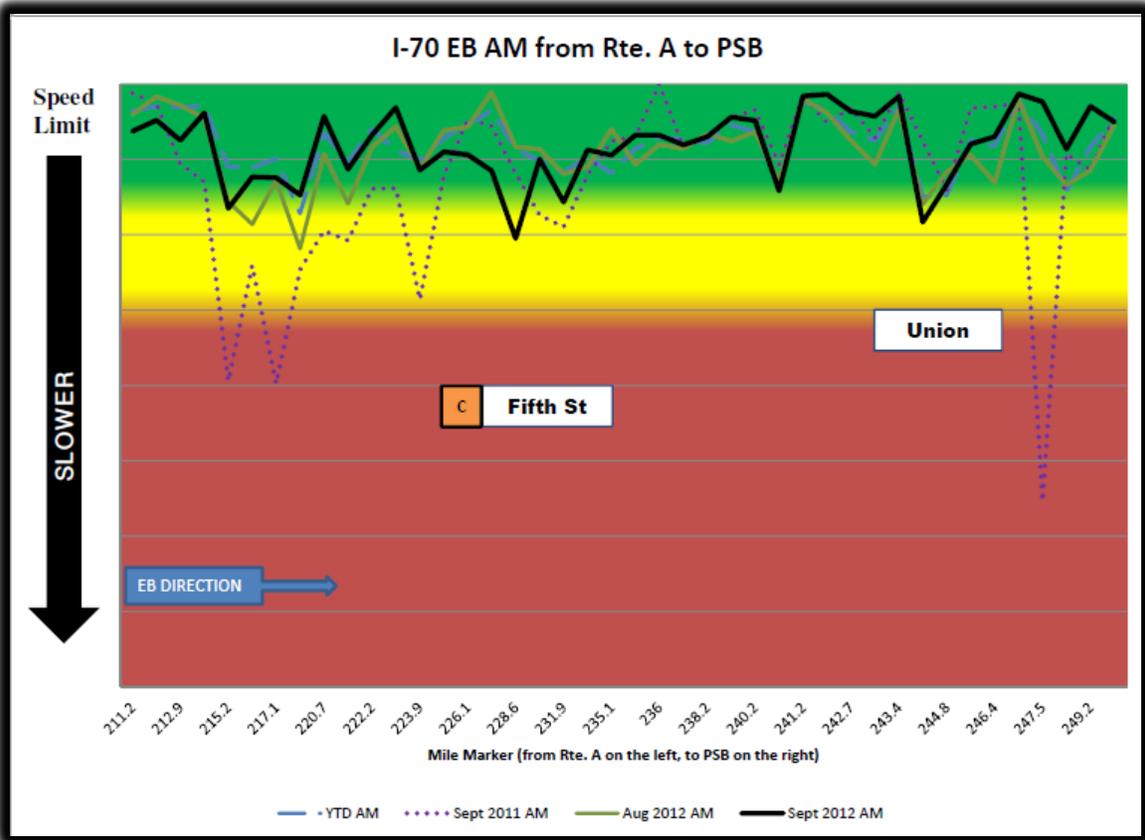
AM Peak Changes in September 2012

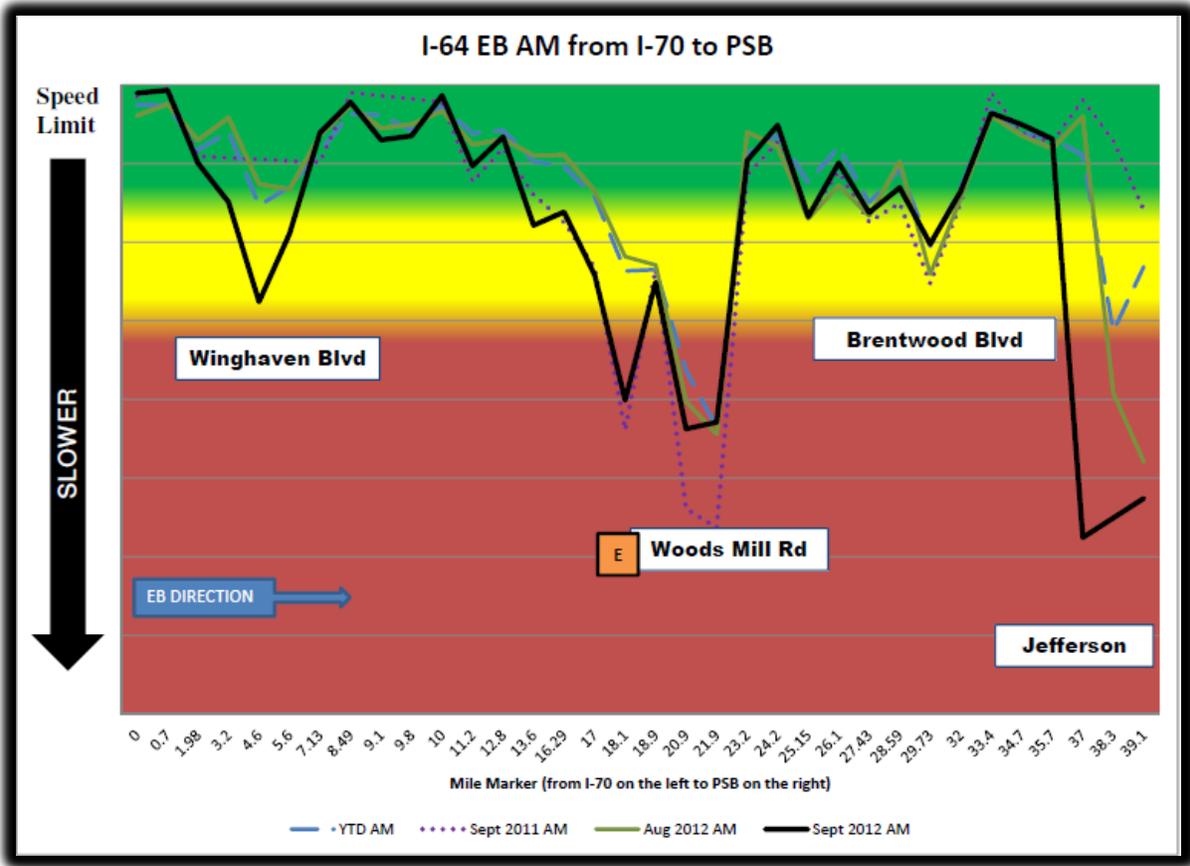


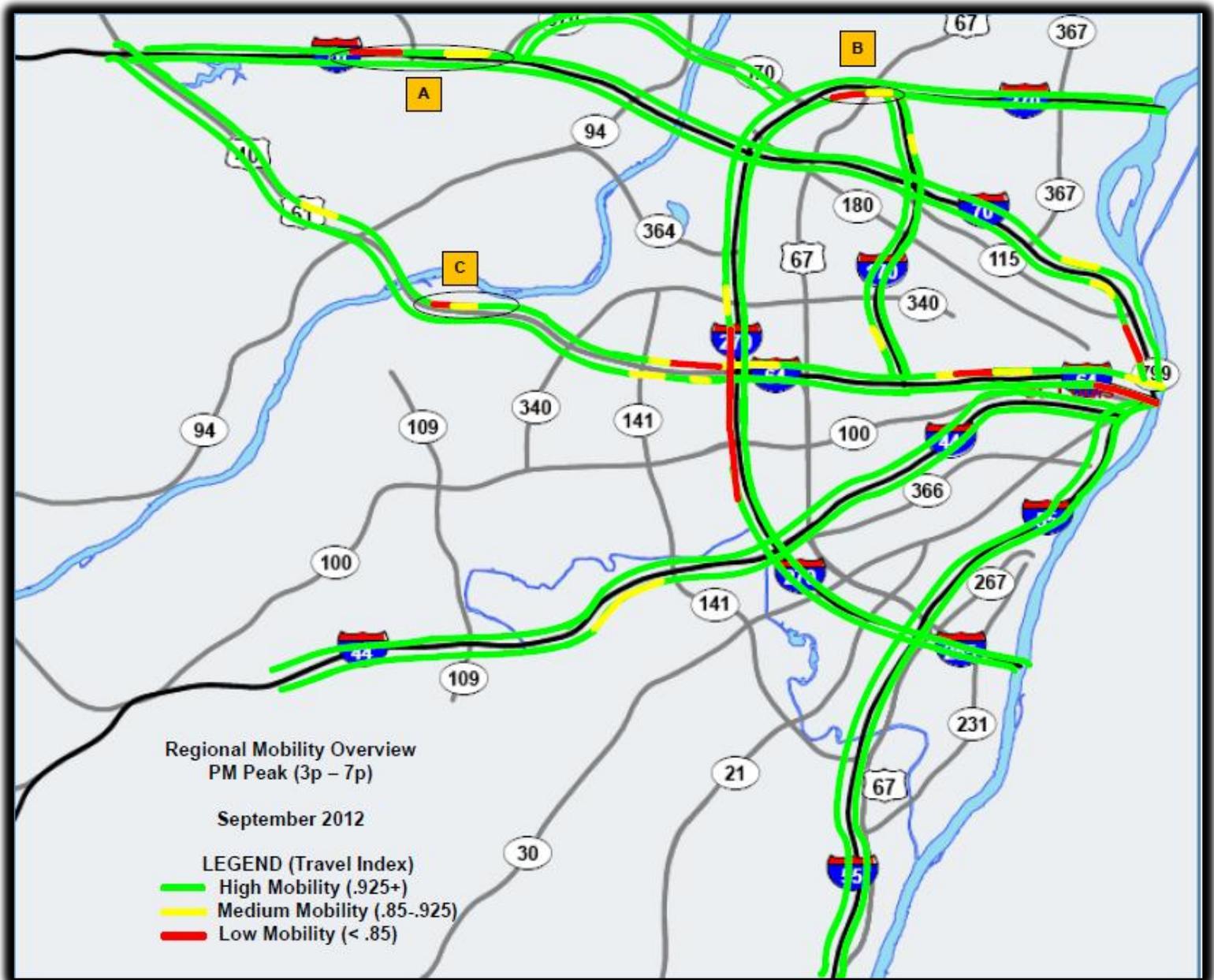
Mobility Slightly Decreased

*All weekdays are included in speed index calculation







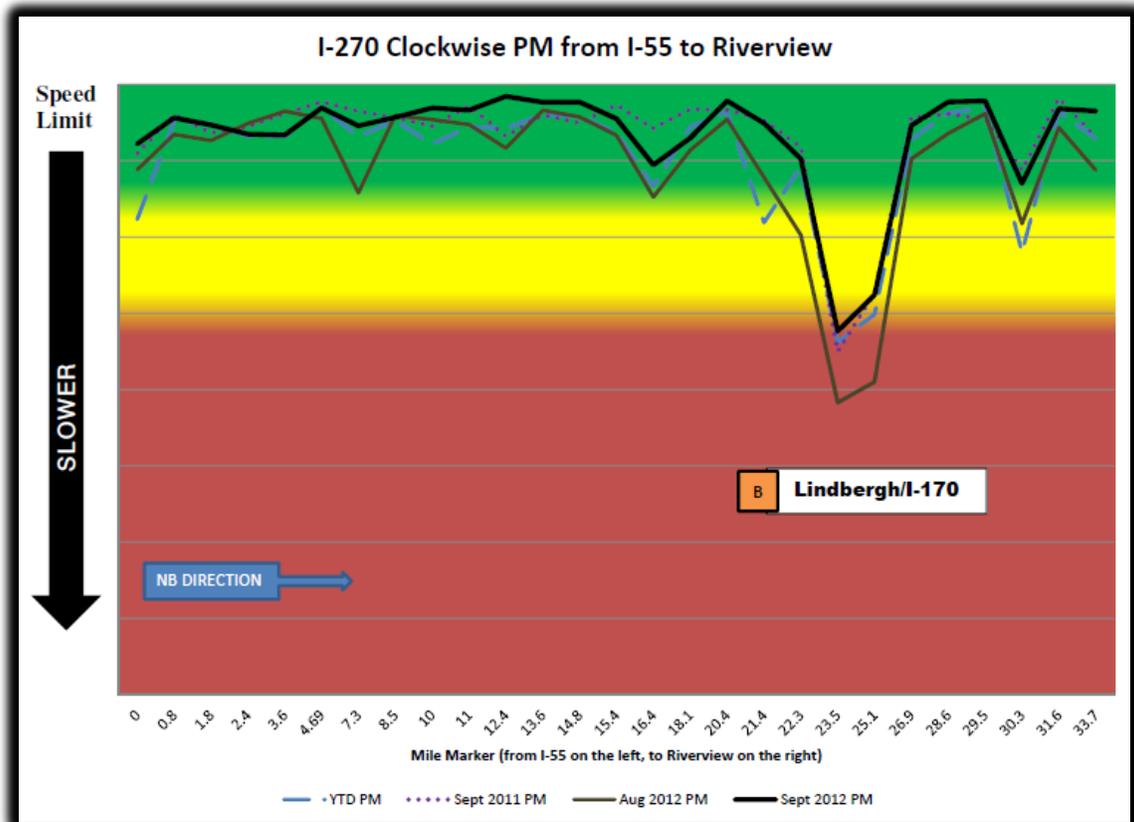
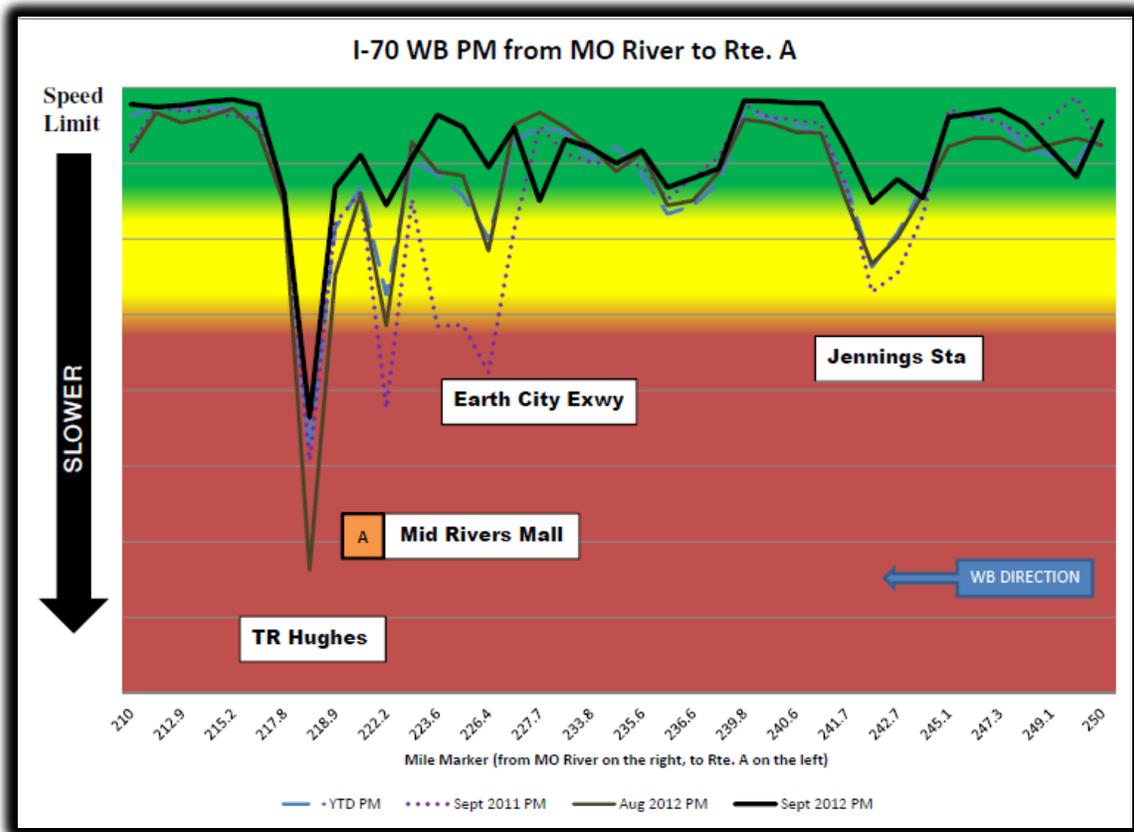


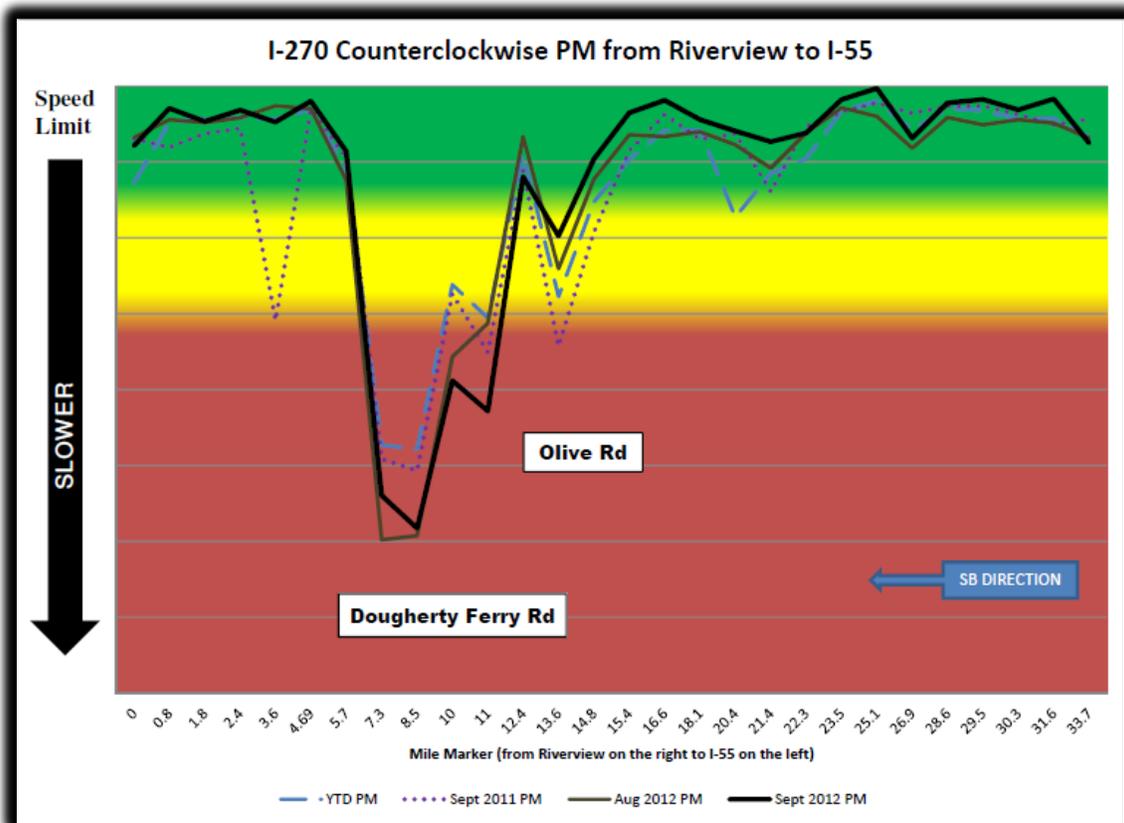
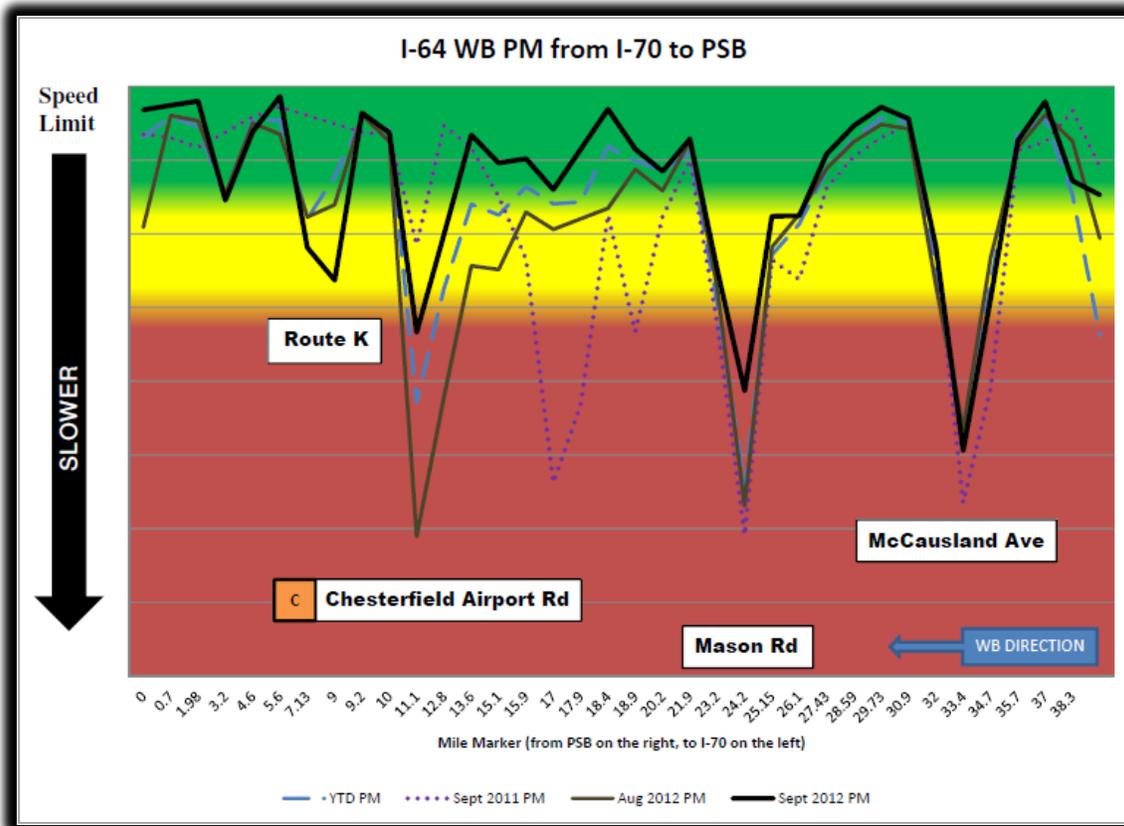
PM Peak Changes in September 2012



Mobility Slightly Increased

*All weekdays are included in speed index calculation





Average Rate of Travel on Selected Signalized Routes by Calendar Year Average Travel Time per Mile Arterial Management

The purpose of this measure is to determine how well selected arterials across the region are operating during the peak traffic times. As improvements are made, such as signal timing, equipment upgrades, or access management improvements, this measure will show the effects of those efforts and decisions on the arterial system.

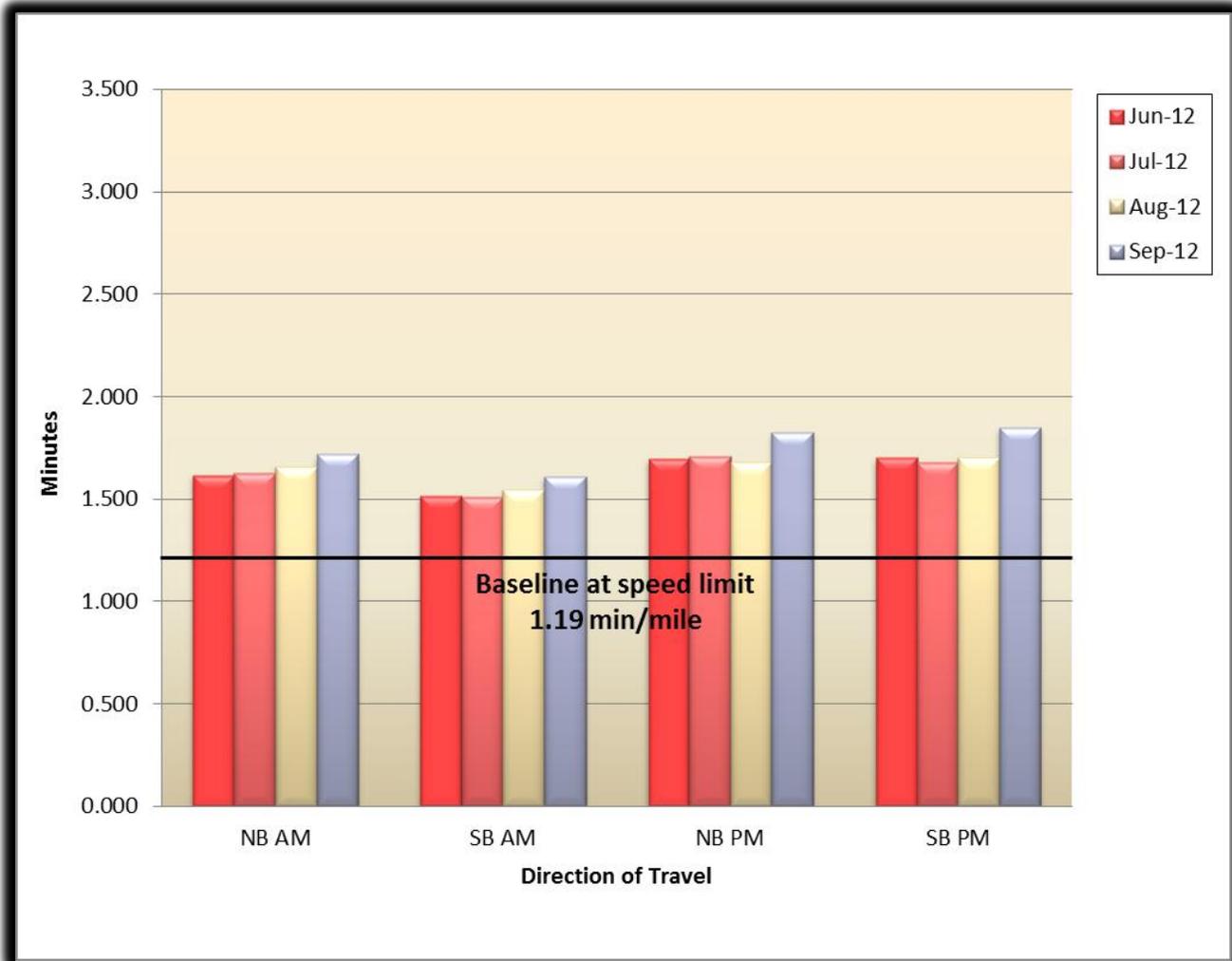
Travel times are measured on various arterial routes. For most routes, data is collected from driving each route multiple times during the A.M. and P.M. peak periods and timing how long it takes to traverse the route. For Rte. 141 and US 67, the Sensys Travel Time system is utilized to determine the travel times and allows a much more comprehensive collection of data. The travel time is compared to the speed limit and the average minutes per mile are calculated. An average minutes per mile based on a perfect run through the corridor is calculated and used as the baseline for comparison. If the actual average minutes per mile are at the baseline, traffic is moving at the speed limits without any stops.

The routes where data was collected include the following:

- Route 141*, from I-55 to I-64
- Route 30, from Route PP to Weber Hill Road
- Route 100, from Route 340 to Maple Lane
- US 50, from Union West City Limit to Denmark
- US 67*, from Route 367 to I-270

* Routes where data was collected using Sensys system.

Route 141, from I-55 to US 40 St. Louis and Jefferson Counties



The travel times were very stable over the past 3 months. However, there appears to be a slight rise in travel times for September in all directions. Adjustments have been made since the opening of Rte.141 north of I-64.

This corridor encompasses many systems.

Number of Signals - 41

Length of system - 18.6 miles

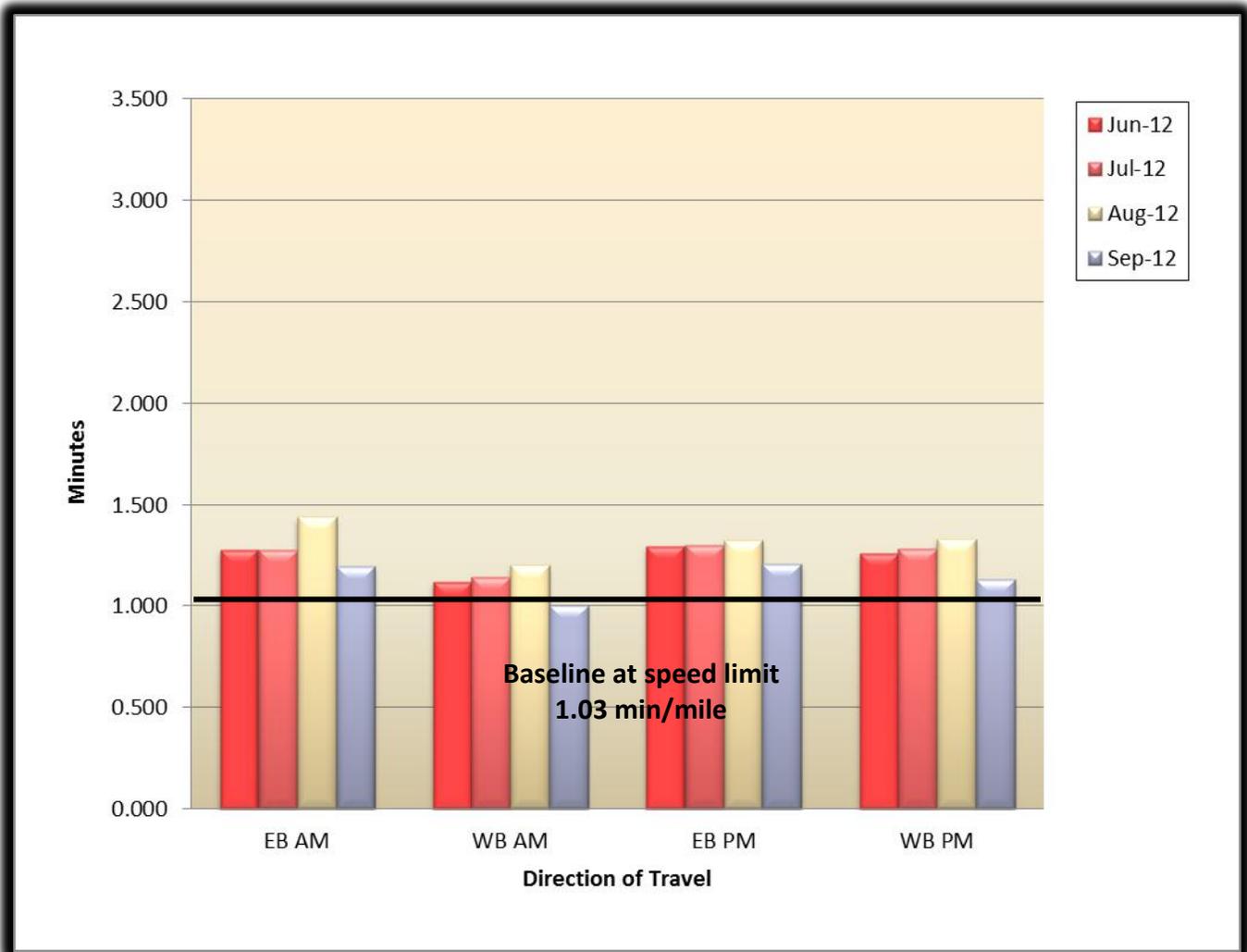
Speed Limit on this corridor varies from 45 mph to 55 mph

Number of Lanes - this is an urban/rural 4-6 lane expressway with signalized crossovers and several grade separated interchanges.

Weighted AADT for length of segment – 35930

This system provides travel time data based on the Sensys Travel Time system.

Route 30, from Route PP to Weber Hill Road St. Louis and Jefferson Counties



Travel times have been very stable over the past few months. This month saw an improvement across all peak periods and directions.

This system was optimized in 2009 and is scheduled again in 2013.

Number of Signals - 11

Length of system - 9.2 miles

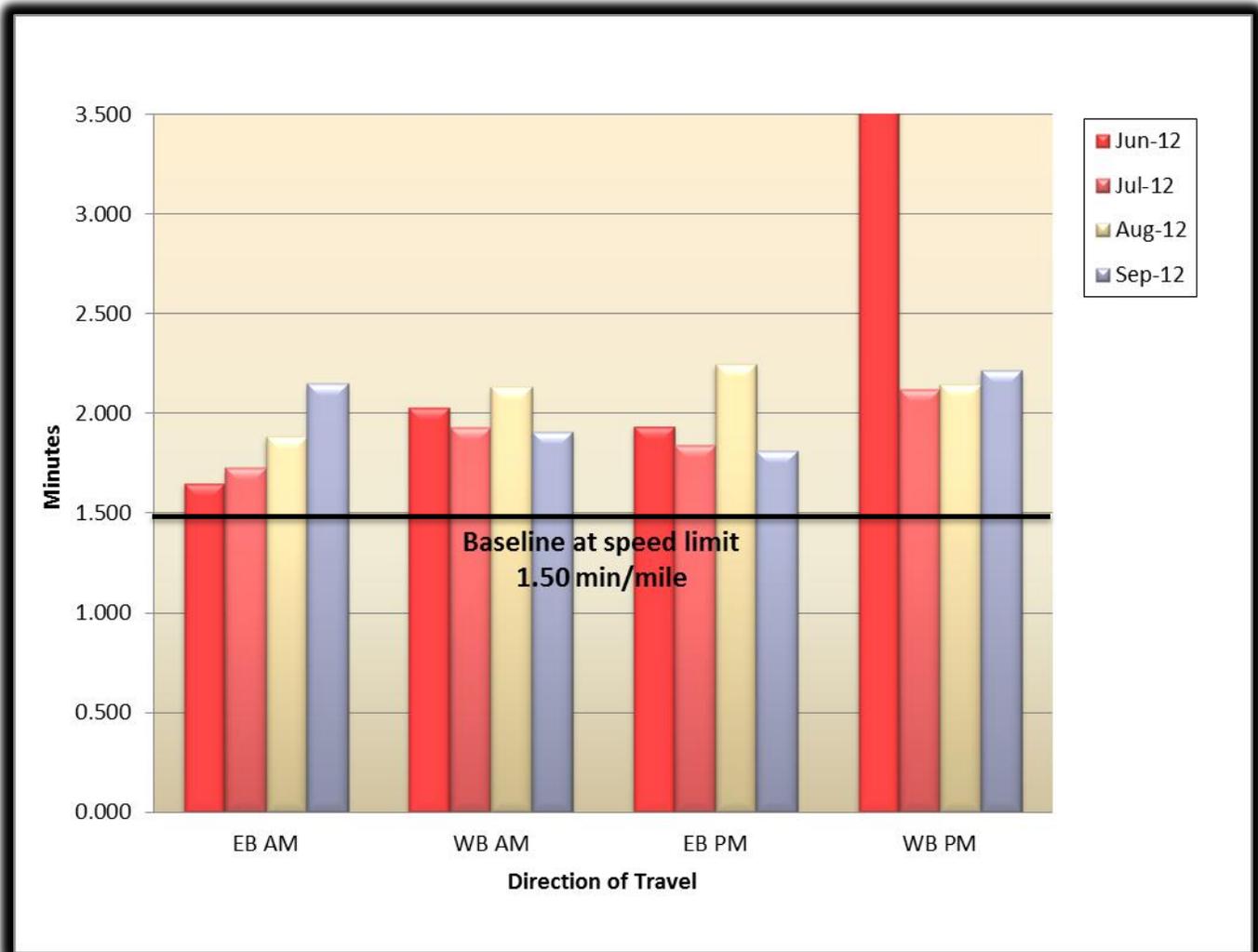
Speed Limit varies from 50 mph and 60 mph

Number of Lanes - this is a rural four lane expressway with signalized crossovers

Weighted AADT for length of segment – 38150

A portion of this system is currently under construction to install a Sensys Travel Time system (Weber Hill to Rte.141 ~ 3mi)

Route 100, from Route 340 to Maple Lane St. Louis County

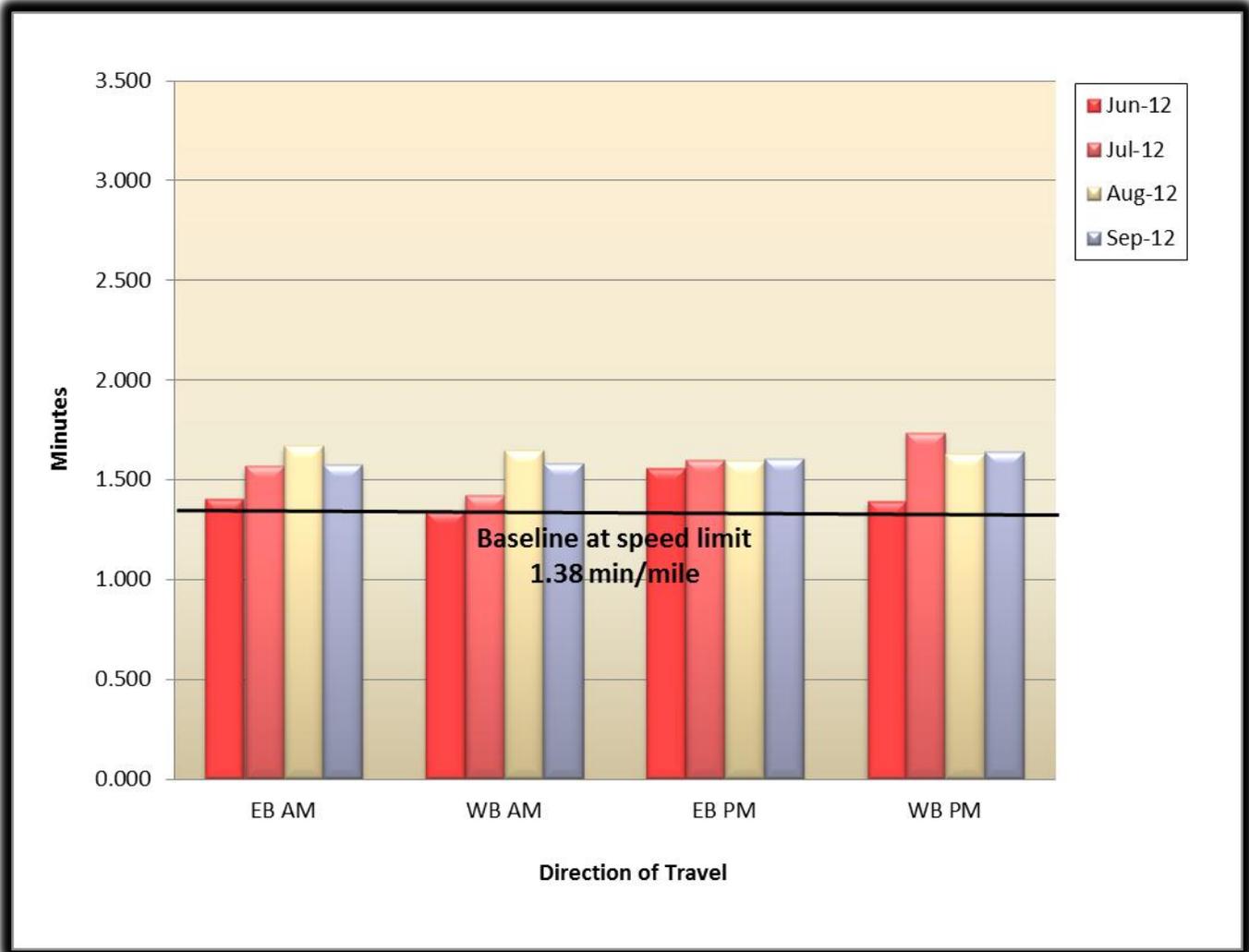


Travel times seem to have fluctuated since the start of the school season for all directions except WB PM. The additional increase in EB AM this month had a contributing incident on the date of data collection. The WB AM and EB PM are suspects for driver behavior changes.

The corridor is in its final optimized configuration upon completion of the plans in May. We are awaiting the final report.

- Number of Signals - 8
- Length of system - 4.2 miles
- Speed Limit is 40 mph
- Number of Lanes - this is a five lane section with a two way left turn lane.
- Weighted AADT for length of segment - 39500
- AM peak flow is eastbound. PM peak flow is westbound.
- This system is currently under construction to install a Sensys Travel Time system.

US 50, from Union West City Limit to Denmark Franklin County



Travel times seem to have stabilized since school became back in session. Some minor timing adjustments were made to the MO47 NBLT, with little to no impact to mainline US50 travel times.

This system had signal optimization timings implemented in early July 2011. Additional reviews on corridor progression are planned for the future.

Number of Signals - 6

Length of system - 6.3 miles

Speed Limit varies between 40 mph and 50 mph

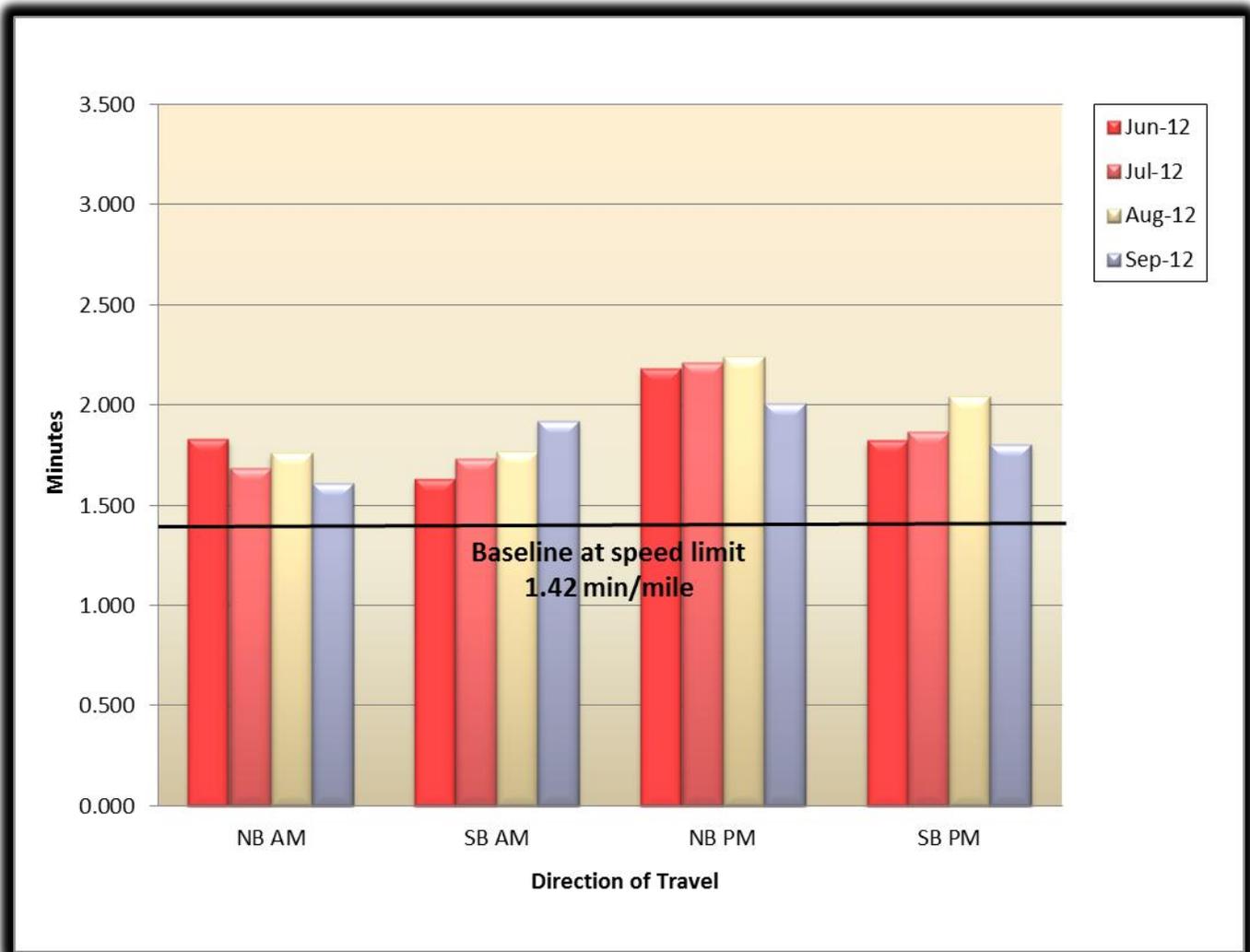
Number of Lanes - this was just recently upgraded to a five lane section.

Weighted AADT for length of segment - 16850

AM peak flow is eastbound. PM peak flow is westbound.

No current plans to install Sensys Travel Time system.

US 67, from Route 367 to I-270 St. Louis County



No known reasons for the minor travel time fluctuations for AM period, with the exception of school being back in session. Some detection issues were resolved that may have resulted in improved PM travel times.

Optimization on this system was recently completed and we are awaiting the response on areas of concern.

Number of Signals - 19

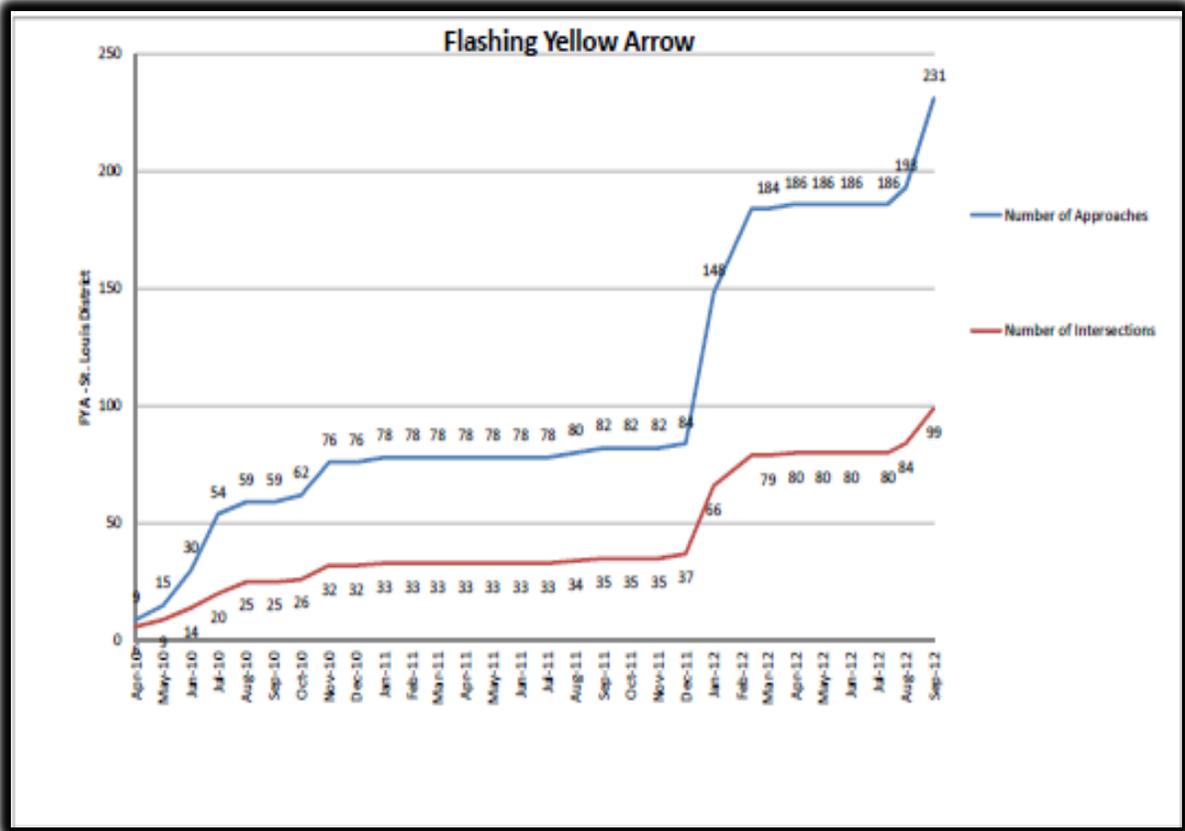
Length of system - 8.3 miles

Speed Limit varies between 40 mph and 45 mph

Number of Lanes - this is a five lane section with a two way left turn lane.

Weighted AADT for length of segment – 25450

Since June 2011, this system has been providing travel time data based on the Sensys Travel Time system.



Flashing Yellow Arrow signals are currently at 231 approaches in September, an increase of 38 from August. This increases the number of intersections containing Flashing Yellow Arrows to 99 in September, a gain of 15 from August. Increases were made on Route 47 in Franklin County, Route A, and Route 61/67 in Jefferson County.

Work Zones

Whenever additional travel time is reported, this additional time shall be evaluated using this chart and adequate mitigation measures should begin within the parameters of this chart. TMC and field personnel are partners in the mitigation of traffic and notification of additional travel times should trigger the appropriate response from both parties.

Chart is designed to be an additional travel time reference to establish parameters for gauging the travel impact through work zones and to provide guidance for taking mitigation actions. Travel times can be collected or reported via Blue Toad technology, field personnel, call reports, ITS, TMC cameras, etc.

Major and Moderate impacts trigger an IAR (Immediate Action Required) event. IAR means work zone user and TMC partner together to take immediate actions to reduce or eliminate distress. During an IAR event mitigation procedures can range from increased driver notification up to and including removal of work zone. Additional mitigation procedures may require involvement of administration through use of the work zone resolution ladder.

Level of Impact	Additional Travel Time Expected	Mitigation Actions
<p style="text-align: center;">Major (Red) <u>IAR Event</u></p> <p style="text-align: center;">SEVERE DISTRESS PRESENT</p> <p style="text-align: center;">Return of roadway to free flow traffic is Priority #1</p>	<p style="text-align: center;">15 minutes or above</p> <p style="text-align: center;">TMC and field personnel take all steps possible up to and including removal of lane closure to achieve free flow threshold</p>	<p style="text-align: center;">Immediate Action Required</p> <p style="text-align: center;">Supervisory mitigation assistance is required using the St. Louis District Work Zone Resolution Ladder as a tool to restore free flow traffic threshold</p>
<p style="text-align: center;">Moderate (Yellow) <u>IAR Event</u></p> <p style="text-align: center;">CAUTIONARY STAGE:</p> <p style="text-align: center;">Action required by Field/ TMC to prevent escalation to a major event</p>	<p style="text-align: center;">10 – 14 minutes</p> <p style="text-align: center;">TMC increases driver messaging. Field begins efforts to restore free flow traffic</p>	<p style="text-align: center;">TMC and field shall reach a consensus on mitigation success within 15 minutes or less.</p> <p style="text-align: center;">If a consensus cannot be reached, mitigation should be scaled upwards in accordance with the St. Louis District Work Zone Resolution Ladder</p>

Incident Levels

Major Impact Traffic Incident – Road closure > 2 hours

Major traffic incidents are typically traffic incidents involving hazardous materials, fatal traffic crashes involving numerous vehicles, and other natural or man-made disasters. These traffic incidents typically involve closing all or part of a roadway facility for a period exceeding 2 hours.

Moderate Impact Traffic Incident – Blocked travel lanes/closure 30 min – 2 hours

Moderate traffic impact incidents typically affect travel lanes for a time period of 30 minutes to 2 hours, and usually require traffic control on the scene to divert road users past the blockage. Full roadway closures might be needed for short periods during traffic incident clearance to allow traffic incident responders to accomplish their tasks.

Minor Impact Traffic Incident – Lane closures < 30 minutes

Minor traffic incidents are typically disabled vehicles and minor crashes that result in lane closures of less than 30 minutes. On-scene responders are typically law enforcement and towing companies, and occasionally highway agency service patrol vehicles.

Definitions

511 – Gateway Guide’s phone line for automated call-in travel information in the St. Louis Metro Area

511 Floodgate Message – Road closure message sent from the TMC that is read at the beginning of a 511 call and posted to the banner on the website

ACTRA – Traffic signal management software program

Alert – Email message sent regarding an incident or event on the roadway

Arterial – Missouri State Highway Numbered Routes, not fully access controlled

Arterial Device – ITS equipment located along MoDOT arterials

Average Minutes per Mile – Number of minutes for a vehicle to travel one mile of roadway averaged over a section of roadway

BlueTOAD - a (Bluetooth Travel-time Origination and Destination) traffic monitoring system to collect high quality high density travel times by sampling a portion of actual travel times

CFI – Continuous Flow Intersection, at grade intersection configured to move turning vehicles conflicting with through movements out of the main intersection.

DMS - Dynamic Message Signs

Defined Sensor – A single sensor with an individual ID focused on a particular roadway; multiple defined sensors may be located at one physical sensor location

Driver messaging – Messages placed on DMS boards to alert drivers of incidents ahead of their direction of travel

EOC – Emergency Operations Center operated by MoDOT at the central office in Jefferson City

ER – MoDOT’s Emergency Response units that provide emergency assistance during nights and weekends typically not covered by Motorist Assist units

Freeway Device – ITS device located along a MoDOT freeway, such as interstates and other fully access controlled highways

Gatewayguide.com – Gateway Guide’s website for local St. Louis area traffic information

GuidePost – Area of report highlighting important mobility topics for the month

IDOT - Illinois Department of Transportation

KCScout – Gateway Guide’s counterpart for the greater Kansas City Metropolitan area, a collaboration involving both MoDOT and the Kansas DOT

Mobility – Ease of movement over roadway, through system, and or work zone

MMU – Conflict monitor hardware installed at a signal system

MRB – Mississippi River Bridge under construction north of downtown St. Louis

Observed Work zone – Work zone tracked by traffic cameras at the TMC

Peak Average – Daily speed sensor readings over an entire weekday rush commute period averaged for an entire month

PSB - Poplar Street Bridge

Regional Mobility Overview – Map depicting congestion areas based on speed index ratings derived from speed sensor readings

Speed Index – a ratio of the speed at which vehicles travel during a period to the speed at free-flow conditions

Stats to Watch – Area of report highlighting interesting trends for the report month, or data to be closely followed

STLtraffic – Email group consisting of Gateway Guide personnel and Gateway Guide’s media partners, messages sent to the group are also posted on Twitter

TMC – Traffic Management Center (also referred to as Gateway Guide)

TMC Alert – Email alert sent to an internal group of Gateway Guide personnel

VDS – Video Detection System, signal equipment used to detect vehicles at an intersection

Visibility- Concerning placement of traffic signs, signals, devices, barricades and warning lights for safety within work zone or construction area to help motorist and workers move within a work zone safely; Clearly visible and legible, distinguishable to approaching traffic during day and night, aligned with road user’s line of vision, and positioned as to not obstruct other applicable traffic control devices. Must meet MUTCD standards for condition and must be covered, turned or properly stowed when not in use.

Zoning In – section of report highlighting important construction topics for the report month

I-70 Mile Markers

ST. CHARLES COUNTY		ST. CHARLES COUNTY	
5TH ST SOUTH (ST. CHARLES)	229A	229A	5TH ST SOUTH (ST. CHARLES)
5TH ST NORTH (ST. CHARLES)	229B	229B	5TH ST NORTH (ST. CHARLES)
ST. LOUIS COUNTY		ST. LOUIS COUNTY	
BLANCHETTE BRIDGE	230	230	BLANCHETTE BRIDGE
EARTH CITY EXPRESSWAY SOUTH	231A	231A	EARTH CITY EXPRESSWAY SOUTH
EARTH CITY EXPRESSWAY NORTH	231B	231B	EARTH CITY EXPRESSWAY NORTH
I-270	232	232	I-270
MCKELVEY RD OVERPASS (BRIDGETON)	233	233	MCKELVEY RD OVERPASS (BRIDGETON)
RTE 180/ST. CHARLES ROCK RD (BRIDGETON)	234	234	RTE 180/ST. CHARLES ROCK RD (BRIDGETON)
US 67 SOUTH (BRIDGETON)	235A	235A	US 67 SOUTH (BRIDGETON)
US 67 NORTH (BRIDGETON)	235B	235B	US 67 NORTH (BRIDGETON)
CYPRESS RD (BRIDGETON)	235C	235C	CYPRESS RD (BRIDGETON)
AIRFLIGHT (ST. ANN)	236	236	AIRFLIGHT (ST. ANN)
MCDONNELL OVERPASS (BERKELEY)	237	237	MCDONNELL OVERPASS (BERKELEY)
LAMBERT AIRPORT (BERKELEY)	238A	238A	LAMBERT AIRPORT (BERKELEY)
I-170 NORTH (BERKELEY)	238B	238B	I-170 NORTH (BERKELEY)
I-170 SOUTH (BERKELEY)	238C	238C	I-170 SOUTH (BERKELEY)
NORTH HANLEY (BERKELEY)	239	239	NORTH HANLEY (BERKELEY)
RTE N/FLOISSANT RD (COOL VALLEY)	240A	240A	RTE N/FLOISSANT RD (COOL VALLEY)
BERMUDA DR (NORMANDY)	240B	240B	BERMUDA DR (NORMANDY)
RTE U/LUCAS AND HUNT RD	241B	241B	RTE U/LUCAS AND HUNT RD
JENNINGS STATION RD (PINE LAWN)	242C	242C	JENNINGS STATION RD (PINE LAWN)
ST. LOUIS CITY		ST. LOUIS CITY	
GOODFELLOW (ST. LOUIS)	243A	243A	GOODFELLOW (ST. LOUIS)
RIVERVIEW/BIRCHER (ST. LOUIS)	243B	243B	RIVERVIEW/BIRCHER (ST. LOUIS)
UNION (ST. LOUIS)	244A	244A	UNION (ST. LOUIS)
KINGSHIGHWAY (ST. LOUIS)	244B	244B	KINGSHIGHWAY (ST. LOUIS)
SHREVE (ST. LOUIS)	245A	245A	SHREVE (ST. LOUIS)
WEST FLOISSANT AVE (ST LOUIS)	245B	245B	WEST FLOISSANT AVE (ST LOUIS)
NORTH BROADWAY (ST. LOUIS)	246A	246A	NORTH BROADWAY (ST. LOUIS)
ADELAIDE (ST LOUIS)	246B	246B	ADELAIDE (ST LOUIS)
GRAND (ST. LOUIS)	247	247	GRAND (ST. LOUIS)
SALISBURY (ST LOUIS)	248A	248A	SALISBURY (ST LOUIS)
BRANCH (ST LOUIS)	248B	248B	BRANCH (ST LOUIS)
MADISON (ST LOUIS)	249A	249A	MADISON (ST LOUIS)
PINE ST OVERPASS (ST LOUIS)	250	250	PINE ST OVERPASS (ST LOUIS)
CHESTNUT ST OVERPASS (ST LOUIS)	250	250	CHESTNUT ST OVERPASS (ST LOUIS)
MARKET ST OVERPASS (ST. LOUIS)	250	250	MARKET ST OVERPASS (ST. LOUIS)
WALNUT ST OVERPASS (ST LOUIS)	250	250	WALNUT ST OVERPASS (ST LOUIS)

I-70 DISTRICT 6 WESTBOUND
I-70 DISTRICT 6 EASTBOUND

I-70 St. Charles County Mile Markers

RTE A (WENTZVILLE)	212	I-70 DISTRICT 6 EASTBOUND I-70 DISTRICT 6 WESTBOUND	212	RTE A (WENTZVILLE)
LAKE ST. LOUIS BLVD (LAKE ST. LOUIS)	214		214	LAKE ST. LOUIS BLVD (LAKE ST. LOUIS)
BRYAN RD (O'FALLON)	216		216	BRYAN RD (O'FALLON)
RTE K/RTE M (O'FALLON)	217		217	RTE K/RTE M (O'FALLON)
T.R. HUGHES BLVD (O'FALLON)	218		218	T.R. HUGHES BLVD (O'FALLON)
RTE 79 (ST. PETERS/O'FALLON)	220		220	RTE 79 (ST. PETERS/O'FALLON)
RTE C/MID RIVERS MALL DR (ST. PETERS)	222		222	RTE C/MID RIVERS MALL DR (ST. PETERS)
SPENCER RD OVERPASS (ST. PETERS)	223		223	SPENCER RD OVERPASS (ST. PETERS)
RTE 370 (ST. PETERS)	224		224	RTE 370 (ST. PETERS)
CAVE SPRINGS (ST. CHARLES)	225		225	CAVE SPRINGS (ST. CHARLES)
ZUMBEHL RD (ST. CHARLES)	227		227	ZUMBEHL RD (ST. CHARLES)
HAWK'S NEST OVERPASS (ST. CHARLES)	227		227	HAWK'S NEST OVERPASS (ST. CHARLES)
RTE 94 (ST. CHARLES)	228		228	RTE 94 (ST. CHARLES)
5TH ST SOUTH (ST. CHARLES)	229A		229A	5TH ST SOUTH (ST. CHARLES)
5TH ST NORTH (ST. CHARLES)	229B		229B	5TH ST NORTH (ST. CHARLES)

I-270 Mile Markers

3	KOCH RD	I-255 WESTBOUND	I-255 EASTBOUND	KOCH RD	3
2	SR 231 (TELEGRAPH RD)		SR 231 (TELEGRAPH RD)	2	
1C	US61-67		US61-67	1B	
1B	I-55 NORTH		I-55 NORTH	1B	
1	I-55 SOUTH		I-55 SOUTH	1A	
2	SR 21 (TESSON FERRY RD.)		SR 21 (TESSON FERRY RD.)	2	
3	SR 30 (GRAVOIS RD.)		SR 30 (GRAVOIS RD.)	3	
5	I-44 EAST/SR 366 (WATSON RD.)		I-44 EAST	5	
5	I-44 WEST		I-44 WEST	5	
				BIG BEND RD.	7
8	DOUGHERTY FERRY RD.	I-270 DISTRICT 6 COUNTER CLOCKWISE FROM RIVERVIEW DR. TO I-55	I-270 DISTRICT 6 CLOCKWISE FROM I-55 TO RIVERVIEW DR.	DOUGHERTY FERRY RD.	8
10	SR 100 (MANCHESTER RD.)		SR 100 (MANCHESTER RD.)	10	
12	I-64 EAST/WEST/US 40-61 NORTH/SOUTH		I-64 EAST/WEST/US 40-61 NORTH/SOUTH	12 A/B	
13	SR AB (LADUE RD)		SR AB (LADUE RD)	13	
14	SR 340 (OLIVE BLVD)		SR 340 (OLIVE BLVD)	14	
16	SR D (PAGE AVE.) EAST		SR D (PAGE AVE.) EAST	16A	
16	SR 364 WEST		SR 364 WEST	16B	
17	DORSETT RD		DORSETT RD	17	
20	I-70 WEST/EAST		I-70 WEST	20B	
			I-70 EAST	20A	
20C	SR 180 (ST. CHARLES ROCK RD)	SR 180 (ST. CHARLES ROCK RD)	20C		
22	MISSOURI BOTTOM RD/370 WEST	SR 370 WEST	22D		
23	MCDONNELL BLVD	MCDONNELL BLVD	23		
25A	US 67 SOUTH	US 67 NORTH	25A		
25B	US 67 NORTH	US 67 SOUTH	25B		
26	HANLEY/GRAHAM RD.	I-170 SOUTH (EXIT LEFT)	26A		
26	I-170 SOUTH	HANLEY/GRAHAM	26B		
27	NEW FLORISSANT RD	NEW FLORISSANT RD	27		
28	WASHINGTON/ELIZABETH RD.	ELIZABETH/WASHINGTON	28		
29	WEST FLORISSANT RD	WEST FLORISSANT RD	29		
30	SR AC HALLS FERRY RD	SR AC NEW HALLS FERRY RD	30		
		NEW HALLS FERRY RD.	30A		
31A	SR 367 SOUTH	SR 367 SOUTH	31A		
31B	SR 367 NORTH	SR 367 NORTH	31B		
32	BELLEFONTAINE RD	BELLEFONTAINE RD	32		
33	LILAC AVE.	LILAC AVE.	33		
34	RIVERVIEW DR.	RIVERVIEW DR.	34		

I-64 Mile Markers

I-70 WEST EXIT RIGHT/EAST EXIT LEFT	1		1A	I-70 WEST
			1B	I-70 EAST
PROSPECT RD	1C		1C	PROSPECT RD
LAKE ST. LOUIS BLVD	2		2	LAKE ST. LOUIS BLVD
SR N	4		4	MO N
SR DD/WINGHAVEN	6		6	MO DD/Winghaven
SR K/SR 94	9		9	MO K
			10	MO 94
MISSOURI RESEARCH PARK/TECHNOLOGY DR	12		11	RESEARCH PARK CRL
DANIEL BOONE BRIDGE	13		13	DANIEL BOONE BRIDGE
CHESTERFIELD AIRPORT RD	14		14	SPIRIT OF ST LOUIS BLVD
			16	LONG RD
BOONE'S CROSSING	17		17	BOONE'S CROSSING
CHESTERFIELD PKWY	19A		19A	CHESTERFIELD PKWY
SR 340 (OLIVE/CLARKSON)	19B		19B	MO 340 (OLIVE/CLARKSON)
			20	CHESTERFIELD PKWY
TIMBERLAKE MANOR PKWY	21		21	TIMBERLAKE MANOR PKWY
SR 141	22		22	MO 141 (WOODS MILL RD)
MASON RD	23		23	MARYVILLE CENTRE DR
			24	MASON RD
I-270 SOUTH	25A		25A	I-270 SOUTH
I-270 NORTH	25B		25B	I-270 NORTH
SR JJ (BALLAS RD)	26		26	MO JJ (BALLAS RD)
SPOEDE RD	27		27	SPOEDE RD
US 61-67	28A		28A	US 61-67
			28B	CLAYTON RD
MCKNIGHT RD	30		30	MCKNIGHT RD
BRENTWOOD/HANLEY RD	31B		31A	I-170 NORTH
I-170 NORTH	31A		31B	HANLEY RD/BRENTWOOD BLVD
BELLEVUE AVE	33B			
BIG BEND	33A		33A	BIG BEND BLVD
MCCAUSLAND	33C			ST. LOUIS CITY
ST. LOUIS CITY			33C	MCCAUSLAND AVE
HAMPTON AVE/OAKLAND AVE	34B		34A	CLAYTON RD/SKINKER BLVD
			34B	HAMPTON AVE
KINGSHIGHWAY	36A		36A	KINGSHIGHWAY
VANDEVENTER AVE	36C		36B	BOYLE
MARKET ST/BERNARD ST	37A			
GRAND AVE	37B			
JEFFERSON AVE	38A		38A	FOREST PARK AVE/GRAND BLVD
CHESTNUT AT 20TH ST	38B		38B	MARKET ST AT 3000 WEST
14TH ST	39B		39A	MARKET ST AT 21ST
11TH ST EXIT LEFT	39C		40A	STADIUM/9TH ST/ TUCKER BLVD
BROADWAY/7TH ST (LAST MISSOURI EXIT)	40B		40C	I-44 WB/I-55 SB/ I-70 WB

I-64 DISTRICT 6 EASTBOUND
I-64 DISTRICT 6 WESTBOUND

I-55 Mile Markers

JEFFERSON COUNTY		I-55 DISTRICT 6 NORTHBOUND I-55 DISTRICT 6 SOUTHBOUND	JEFFERSON COUNTY	
RTE M	185		185	RTE M
MAIN ST(IMPERIAL)	186		186	MAIN ST(IMPERIAL)
RICHARDSON RD (ARNOLD)	190		190	RICHARDSON RD (ARNOLD)
RTE 141 (ARNOLD)	191		191	RTE 141 (ARNOLD)
ST. LOUIS COUNTY			ST. LOUIS COUNTY	
MERAMEC BOTTOM RD	193		193	MERAMEC BOTTOM RD
BUTLER HILL RD	195		195	BUTLER HILL RD
I-255 EAST	196A		196A	I-255 EAST
I-270 NORTH	196B		196B	I-270 NORTH
US67/LINDBERGH	197		197	US67/LINDBERGH
REAVIS BARRACKS RD	199		199	REAVIS BARRACKS RD
UNION RD	200		200	UNION RD
BAYLESS	201A		201A	BAYLESS
WEBER RD	201B		201B	WEBER RD
ST. LOUIS CITY			ST. LOUIS CITY	
GERMANIA (ST. LOUIS)	202B		202B	GERMANIA (ST. LOUIS)
LOUGHBOROUGH AVE (ST. LOUIS)	202C		202C	LOUGHBOROUGH AVE (ST. LOUIS)
BATES (ST. LOUIS)	203		203	BATES (ST. LOUIS)
BROADWAY (ST. LOUIS)	204		204	BROADWAY (ST. LOUIS)
GASCONADE (ST. LOUIS)	205		205	GASCONADE (ST. LOUIS)
ARSENAL (ST. LOUIS)	206C		206C	ARSENAL (ST. LOUIS)
SIDNEY OVERPASS	206	206	SIDNEY OVERPASS	
GRAVOIS AVE OVERPASS	207	207	GRAVOIS AVE OVERPASS	
I-44 WEST (ST. LOUIS)	207	207	I-44 WEST (ST. LOUIS)	
7TH ST/PARK AVE (ST. LOUIS)	208	208	7TH ST/PARK AVE (ST. LOUIS)	

I-44 Mile Markers

FRANKLIN COUNTY		FRANKLIN COUNTY	
PACIFIC	257	257	PACIFIC
ST. LOUIS COUNTY		261	ALLENTON/SIX FLAGS
ALLENTON/SIX FLAGS	261	ST. LOUIS COUNTY	
RTE 109/RTE W	264	264	RTE 109/RTE W
WILLIAMS RD	265		
LEWIS RD	266	266	LEWIS RD
		269	ANTIRE
RTE 141	272	272	RTE 141
BOWLES	274	274	BOWLES
MRAZ	274		
		275	SOCCER PARK
I-270 NORTH	276B	276B	I-270 NORTH
I-270 SOUTH	276A	276A	I-270 SOUTH
RTE 366/WATSON	277A		
US 67/LINDBERGH	277B	277B	US 67/LINDBERGH
BIG BEND	278	278	BIG BEND
		279	BERRY
ELM	280	280	ELM
LACLEDE STATION	282		
ST. LOUIS CITY		283	SHREWSBURY
JAMIESON	284A	ST. LOUIS CITY	
		284B	ARSENAL
		285	SOUTHWEST
HAMPTON	286		
KINGSHIGHWAY	287	287	KINGSHIGHWAY
GRAND AVE	288	288	GRAND AVE
JEFFERSON AVE	289	289	JEFFERSON AVE
I-55 SOUTH	290A		
18TH ST	290B		
		290C	12TH ST./GRAVOIS

I-44 DISTRICT 6 WESTBOUND
I-44 DISTRICT 6 EASTBOUND

I-170 Mile Markers

I-64 WEST/US 40-61	1A	I-170 DISTRICT 6 SOUTHBOUND I-170 DISTRICT 6 NORTHBOUND		
I-64 EAST/US 40-61	1B			
				1C GALLERIA PARKWAY
BRENTWOOD BLVD	1D			
FOREST PARK PARKWAY	1E			1E FOREST PARK PARKWAY
LADUE RD	1F			1F LADUE RD
DELMAR	2			2 DELMAR
EAST/3B WEST SR 340 (OLIVE BLVD)	3A			3 SR 340 (OLIVE BLVD)
SRD/SR 364 (PAGE AVE)	4			4 SR D/SR 364 (PAGE AVE)
SR 180 (ST. CHARLES ROCK RD)	5			5 SR 180 (ST. CHARLES ROCK RD)
SR 115 (NATURAL BRIDGE RD)	6			6 SR 115 (NATURAL BRIDGE RD)
I-70 EAST (EXIT LEFT)	7A			7A I-70 EAST (EXIT RIGHT)
I-70 WEST (EXIT RIGHT)	7B			7B I-70 WEST (EXIT LEFT)
				7C LAMBERT ST. LOUIS AIRPORT
SCUDDER	8			8 SCUDDEN/N. HANLEY RD
AIRPORT RD	9A			9A AIRPORT
				9B BOEING (EXIT LEFT)
				9C N. HANLEY RD
				10A I-270 WEST (EXIT RIGHT)
			10B I-270 EAST (EXIT LEFT)	

SR 364 Mile Markers

		SR 364 WESTBOUND SR 364 EASTBOUND	11B HARVESTER RD
			12 HERITAGE CROSSING/JUNGS STATION RD
SR94 EAST/ST. CHARLES	13		13 SR 94 EAST/MUEGGE RD
ARENA PKWY/UPPER BOTTOM RD	14		14 UPPER BOTTOM/ARENA
MARYLAND HEIGHTS EXPRESSWAY	17		17 MARYLAND HEIGHTS EXPRESSWAY
BENNINGTON PL	19		
			21 BENNINGTON PL
I-270 SOUTH	22A		
I-270 NORTH	22B		

SR 370 Mile Markers

		SR 370 WESTBOUND SR 370 EASTBOUND	1A	I-70 WESTBOUND
			1B	I-70 EASTBOUND
			1C	SPENCER RD
TRUMAN/CAVE SPRINGS RD	2		2	TRUMAN/CAVE SPRINGS RD
ELM/NEW TOWN BLVD	5		5	ELM/NEW TOWN BLVD
N 3RD ST/SR 94	7		7	N 3RD ST/SR 94
DISCOVERY BRIDGE ST. CHAS CO/ ST. LOUIS CO	8		8	DISCOVERY BRIDGE ST. LOUIS CO/ ST. CHAS CO
EARTH CITY EXPRESSWAY	9		9	EARTH CITY EXPRESSWAY
ST. LOUIS MILLS BLVD	11		11	ST. LOUIS MILLS BLVD
MISSOURI BOTTOM RD	12			
I-270 WEST BOUND	12			
I-270 EAST BOUND	12			

SR 21 Mile Markers

RT B	164.8	SR 21 NORTHBOUND SR 21 SOUTHBOUND	164.8	RT B
RT BB	165.4		165.4	RT BB
STADIUM DR UNDERPASS	166.4		166.4	STADIUM DR UNDERPASS
RTE A	167.8		167.8	RTE A
SAND CREEK	169		169	SAND CREEK
HAYDEN RD	169.2		169.2	HAYDEN RD
GLADE CHAPEL RD OVERPASS	171.4		171.4	GLADE CHAPEL RD OVERPASS
OLD HWY 21 (GOLDMAN)	172.6		172.6	OLD HWY 21 (GOLDMAN)
KLABLE RD OVERPASS	174.2		174.2	KLABLE RD OVERPASS
SCHENK RD OVERPASS	175.2		175.2	SCHENK RD OVERPASS
HEADS CREEK	176.4		176.4	HEADS CREEK
RT MM	177.7		177.7	RT MM
W. FOUR RIDGE RD OVERPASS	179		179	W. FOUR RIDGE RD OVERPASS
OLD HWY 21 (SHADY VALLEY)	180.4		180.4	OLD HWY 21 (SHADY VALLEY)
OLD HWY 21 UNDERPASS	182		182	OLD HWY 21 UNDERPASS
WEST ROCK CREEK RD OVERPASS	182.8		182.8	WEST ROCK CREEK RD OVERPASS
OLD HWY 21 OVERPASS	183.2		183.2	OLD HWY 21 OVERPASS
LONDELL RD	184.2		184.2	LONDELL RD
OLD HWY 21	184.5		184.5	OLD HWY 21
SR 141	185.6		185.6	SR 141

